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Vol. V
TRANSCRIPT OF RECORD
(Pages 2917 to 3015)

Supreme Court of the United States

OCTOBER TERM, 1944

No. 56

SOUTHERN PACIFIC COMPANY, APPELLANT,

vs.

**STATE OF ARIZONA, EX REL. JOE CONWAY,
ATTORNEY GENERAL OF THE STATE OF
ARIZONA**

**APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,
COUNTY OF PIMA**

FILED APRIL 12, 1944.

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SOUTHERN PACIFIC COMPANY, APPELLANT,

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APPEAL FROM THE SUPERIOR COURT OF THE STATE OF ARIZONA,
COUNTY OF PIMA

VOL. V

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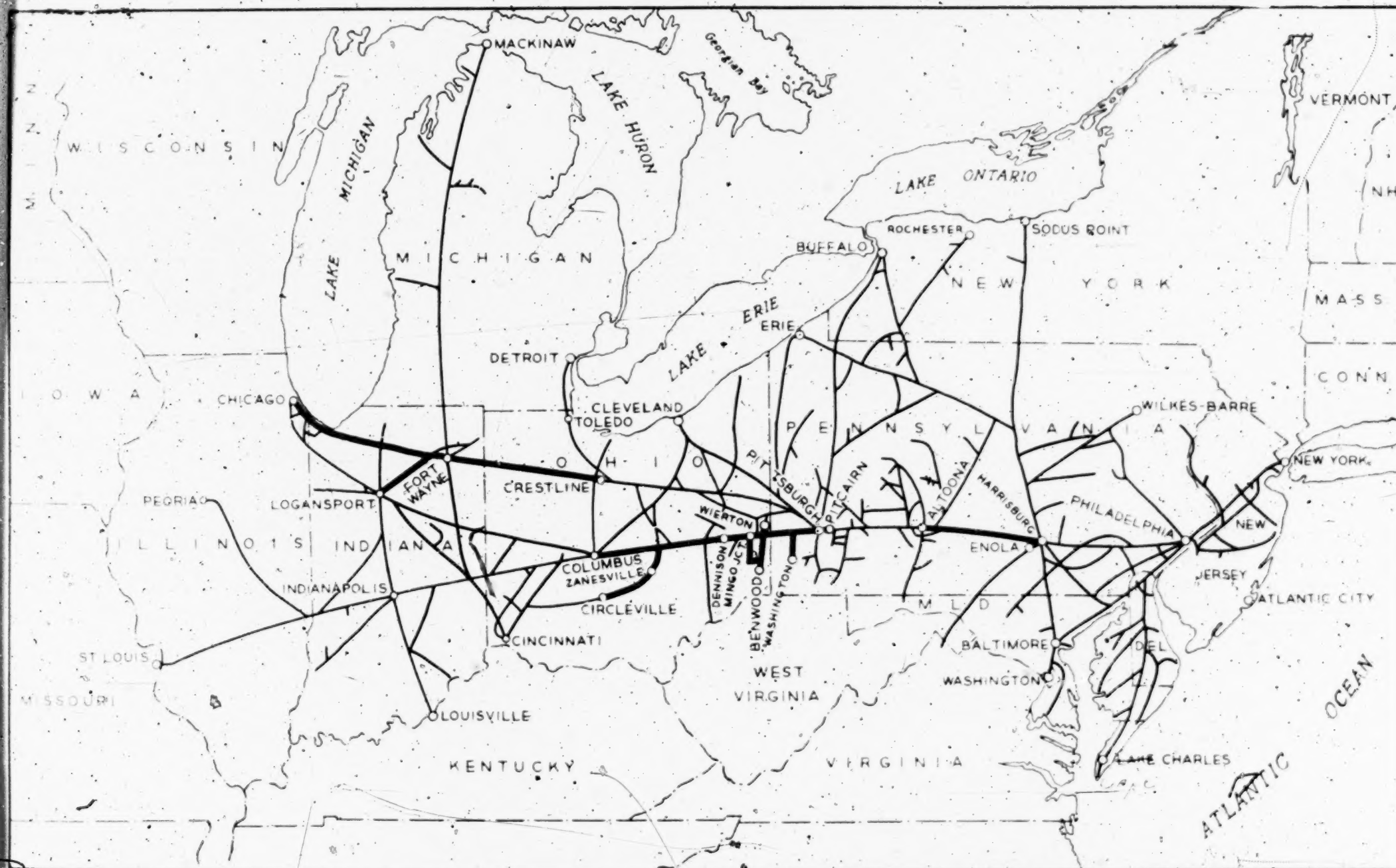
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THE PENNSYLVANIA RAILROAD.
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COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT.

Defendant's Exhibit No. 67 (Witness E.N. Albert)
Dec. 4, 1940

THE PENNSYLVANIA RAILROAD

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC

Calendar Years 1922 to 1939, Inclusive

Year (a)	Revenue ton-miles (b)	Freight operating expenses (c)	Freight transportation expenses (d)	Averages per 1,000 revenue ton-miles	
				Freight operating expenses (e)	Freight transportation expenses (f)
1939	34,745,746,000	\$207,172,203	\$107,438,451	\$5.96	\$3.09
1938	27,638,941,000	167,602,178	92,452,870	6.06	3.35
1937	38,049,998,000	234,460,969	117,086,740	6.16	3.08
1936	35,706,781,000	217,285,461	107,860,603	6.09	3.02
1935	29,757,235,318	173,114,228	89,928,287	5.82	3.02
1934	28,326,533,959	162,692,297	82,590,555	5.74	2.92
1933	26,818,384,686	147,458,976	75,402,285	5.50	2.81
1932	25,222,172,080	155,475,404	81,196,618	6.16	3.22
1931	33,153,777,105	234,850,724	119,830,982	7.08	3.61
1930	40,935,975,379	293,214,141	148,515,150	7.16	3.63
1929	48,991,172,739	350,853,378	172,014,316	7.16	3.51
1928	44,989,625,491	338,901,266	164,357,993	7.53	3.65
1927	45,167,610,352	359,028,432	177,481,914	7.95	3.93
1926	48,912,108,728	397,197,769	191,564,721	8.12	3.92
1925	44,842,971,253	378,181,064	178,592,405	8.43	3.98
1924	41,587,072,190	370,156,323	183,713,115	8.90	4.42
1923	48,444,210,243	433,296,974	213,003,256	8.94	4.40
1922	40,346,569,722	379,342,295	186,750,219	9.40	4.63
Total 1936-1939	136,141,466,000	826,520,811	424,838,664	6.07	3.12
Total 1922-1925	175,220,823,408	1,560,976,656	762,058,995	8.91	4.35
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				31.9	28.3

SOURCE: Annual reports to the Interstate Commerce Commission

Defendant's Exhibit No. 68 (Witness E.N. Albert)
Dec. 4, 1940

THE PENNSYLVANIA RAILROAD

FREIGHT SERVICE OPERATING AVERAGES

CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PER CENT INCREASE 1939 OVER 1922 (m)
1	Miles of line operated in freight service,.....	10,894.36	10,934.80	10,882.36	10,783.48	10,688.14	10,533.35	10,045.86	10,033.91	10,016.00	9,990.00	Dec. 8.3
2	Freight train miles,.....	52,208,314	53,382,924	59,616,286	47,900,091	42,317,768	29,520,545	30,381,888	35,914,784*	27,527,109*	31,808,060*	Dec. 39.1
3	Freight cars per freight train,.....	40.8	43.5	45.9	54.8	58.0	55.4	56.5	56.0	61.7	63.5	55.6
4	Net tons per freight train,.....	837	857	897	1,028	1,051	929	1,006	1,074	1,077	1,164	39.1
5	Average tractive power per locomotive (pounds),.....	41,922	46,067	48,142	49,719	51,598	53,319	54,404	55,366	56,090	56,566	34.9
6	Average capacity per freight car (tons),.....	54.3	54.2	54.3	54.6	54.7	54.2	54.3	54.9	55.3	55.4	2.0
7	Freight train speed (miles per hour),.....	10.0	10.2	10.6	11.6	12.6	14.1	14.1	14.0	15.1	15.0	50.0
8	Gross ton-miles per freight train-hour,.....	16,838	18,150	19,983	25,833	29,661	30,942	32,309	32,865	37,570	39,244	133.1
9	Net ton-miles per freight train-hour,.....	8,339	8,700	9,467	11,886	13,246	13,130	14,198	14,797	15,973	17,146	105.6
10	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	11,262	12,227	12,856	13,917	14,413	13,655	14,030	14,584	15,478	15,909	41.3

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-A to the Interstate Commerce Commission.

Item 10- Gross ton-miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported on Forms OS-A and OS-B to the Interstate Commerce Commission.

* - Excludes light train miles.

Defendant's Exhibit No. 69 (Witness Albert)
Dec. 4, 1940

PENNSYLVANIA RAILROAD CO.

Year 1939

	Revenue Freight Originating On Respondent's Road		Revenue Freight Received From Connecting Carriers		Total
	Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to connecting Carriers	Revenue Freight Carried
	Carloads	Carloads	Carloads	Carloads	Carloads
110 Oranges & Grapefruit	936	25	25,330	8,186	34,497
111 Lemons, Limes & Citrus Fruits N. O. S.	25	-	1,031	227	1,258
120 Apples, fresh	1,695	1,562	3,619	626	7,502
121 Pears	6,816	1,824	1,875	120	10,635
122 Berries, fresh	6	1	396	164	567
123 Cantaloupes and Melons N. O. S.	65	21	3,547	647	4,230
124 Grapes, fresh	40	27	3,511	1,019	4,397
125 Peaches, fresh	58	205	4,044	1,340	5,645
126 Watermelons	26	15	3,596	1,922	5,559
127 Fruits, fresh, domestic N. O. S.	65	51	2,060	510	2,636
128 Fruits, fresh tropical N. O. S.	122	4	237	218	391
130 Potatoes, other than sweet	2,984	4,929	19,924	4,854	32,691
140 Cabbage	289	309	5,764	920	7,322
141 Onions	615	537	4,099	267	5,518
142 Tomatoes	945	1,711	8,164	1,835	12,595
143 Vegetables, fresh, N. O. S.	1,422	939	36,440	5,873	44,708

	Revenue Freight Originating On Respondent's Road		Revenue Freight Received From Connecting Carriers		Total Revenue
	Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to connecting Carriers	Freight
	Carloads	Carloads	Carloads	Carloads	Carried
110 Oranges & Grapefruit	924	25	25,330	8,184	34,467
111 Lemons, Limes & Citrus Fruits N. O. S.	25	-	1,031	227	1,258
120 Apples, fresh	1,695	1,542	3,619	626	7,502
121 Bananas	6,814	1,624	1,875	120	10,635
122 Berries, fresh	6	1	394	164	567
123 Cantaloupes and Melons N. O. S.	65	21	3,547	647	4,280
124 Grapes, fresh	40	27	3,311	1,019	4,397
125 Peaches, fresh	58	205	4,044	1,340	5,645
126 Watermelons	26	15	3,595	1,922	5,559
127 Fruits, fresh, domestic N. O. S.	65	51	2,060	510	2,696
128 Fruits, fresh tropical N. O. S.	122	4	237	218	391
130 Potatoes, other than sweet	2,984	4,929	19,924	4,854	32,691
140 Cabbage	269	309	5,764	980	7,322
141 Onions	615	537	4,099	267	5,518
142 Tomatoes	845	1,711	8,164	1,675	12,595
143 Vegetables, fresh, N. O. S.	1,422	968	36,440	5,828	44,708
Total 110 to 143, Inclusive	15,989	12,207	125,437	29,815	180,446
800 Total Products of Agriculture	116,130	55,425	197,140	42,595	411,295
800 Grand Total, Carload Traffic	1,337,023	762,321	1,515,386	435,004	3,848,237

Defendant's Exhibit No. 70 (Witness Gregory)
Dec. 4, 1940

NORTHERN PACIFIC RAILWAY COMPANY

Number of carloads of revenue freight carried of certain selected commodities, total products of agriculture and total carload traffic, as shown on Schedule 541 of the Annual Report to the Interstate Commerce Commission.

Calendar Year 1939

Class No.	Commodity Group or Class	Originating on Respondent's Road		Received from Connecting Carriers		Total Carried
		Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers	
110	Oranges & grapefruit	8	-	2,348	856	3,212
111	Lemons, limes & citrus fruits n. o. s.	-	-	218	148	366
120	Apples, fresh	2,173	4,871	276	144	7,464
121	Bananas	200	132	1,015	78	1,425
122	Berries, fresh	24	183	91	167	465
123	Cantaloupes & melons n. o. s.	14	5	278	24	321
124	Grapes, fresh	7	13	354	79	453
125	Peaches, fresh	295	307	121	30	753
126	Watermelons	36	11	535	36	618
127	Fruits, fresh, domestic n. o. s.	1,756	2,107	358	629	4,850
128	Fruits, fresh tropical n. o. s.	-	-	6	2	8
130	Potatoes other than sweet	1,193	4,241	847	87	6,368
140	Cabbage	23	31	207	40	301
141	Onions	169	183	350	64	766
142	Tomatoes	11	51	342	84	488
143	Vegetables, fresh n. o. s.	402	1,601	1,833	512	4,348
Total		6,311	13,736	9,179	2,980	32,206

Calendar Year 1939

Class	Commodity Group No. or Class	Originating on Respondent's Road		Received from Connecting Carriers		Total Carried
		Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers	
110	Oranges & grapefruit	8	-	2,348	856	3,212
111	Lemons, limes & citrus fruits n. o. s.	-	-	218	148	366
120	Apples, fresh	2,173	4,871	276	144	7,464
121	Bananas	200	132	1,015	78	1,425
122	Berries, fresh	24	183	91	167	465
123	Cantaloupes & melons n. o. s.	14	5	278	24	321
124	Grapes, fresh	7	13	354	79	453
125	Peaches, fresh	295	307	121	30	753
126	Watermelons	36	11	535	36	618
127	Fruits, fresh, domestic n. o. s.	1,756	2,107	358	629	4,850
128	Fruits, fresh tropical n. o. s.	-	-	6	2	8
130	Potatoes other than sweet	1,193	4,241	847	87	6,368
140	Cabbage	23	31	207	40	301
141	Onions	169	183	350	64	766
142	Tomatoes	11	51	342	84	488
143	Vegetables, fresh n. o. s.	402	1,601	1,833	512	4,348
Total		6,311	13,736	9,179	2,980	32,206
Total Products of Agriculture		66,928	26,746	18,883	4,339	116,896
Grand Total 'Carload Traffic'		228,041	115,200	128,531	46,685	518,457

Defendant's Exhibit No. 71 (Witness Siddall)
Dec. 4, 1940

THE CHICAGO ROCK ISLAND AND PACIFIC RAILWAY CO.

Statement showing number of carloads of revenue freight carried during the Year 1939 for certain selected commodities, total products of agriculture and total carload traffic, as shown on Schedule 541 of the Annual Report to the Interstate Commerce Commission.

Class No.	Commodity or Class	Originating on Respondent's Road		Received from Connecting Carriers		Total
		Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers	
110	Oranges & Grapefruit	-	3	3,042	15,525	16,567
111	Lemons, Limes & Citrus Fruits N. O. S.	-	-	451	4,455	4,906
120	Apples, fresh	146	20	1,191	949	2,366
121	Bananas	-	-	2,535	1,456	3,991
122	Berries, fresh	1	3	87	129	220
123	Cantaloupes and Melons N. O. S.	19	21	616	6,567	7,204
124	Grapes, fresh	-	-	335	1,315	1,650
125	Peaches, fresh	-	1	370	205	575
126	Watermelons	126	106	188	143	563
127	Fruits, fresh, domestic N. O. S.	6	2	368	820	1,196
128	Fruits, fresh tropical N. O. S.	-	-	35	12	47
130	Potatoes other than sweet	265	559	6,784	4,757	12,365
140	Cabbage	40	124	377	576	1,117
141	Onions	335	591	335	262	1,523
142	Tomatoes	19	34	480	1,162	1,685
145	Vegetables, fresh N. O. S.	124	95	4,645	22,095	26,955

Class	Commodity Group No. or Class	Originating on Respondent's Road		Received from Connecting Carriers		Total
		Terminating On Line	Delivered to Connecting Carriers	Terminating On Line	Delivered to Connecting Carriers	
110	Oranges & Grapefruit	-	3	3,042	13,525	16,567
111	Lemons, Limes & Citrus Fruits N. O. S.	-	-	451	4,453	4,904
120	Apples, fresh	146	20	1,191	949	2,360
121	Bananas	-	-	2,533	1,456	3,989
122	Berries, fresh	1	3	87	129	220
123	Cantaloupes and Melons N. O. S.	19	21	616	6,567	7,204
124	Grapes, fresh	-	-	333	1,315	1,648
125	Peaches, fresh	-	1	370	203	573
126	Watermelons	126	106	188	146	566
127	Fruits, fresh, domestic N. O. S.	6	2	368	820	1,196
128	Fruits, fresh tropical N. O. S.	-	-	35	12	47
130	Potatoes other than sweet	265	559	6,784	4,737	12,345
140	Cabbage	40	124	377	576	1,117
141	Onions	335	591	333	262	1,521
142	Tomatoes	19	34	480	1,162	1,685
143	Vegetables, fresh N. O. S.	124	93	4,643	22,096	26,956
Total		1,081	1,557	21,829	58,398	80,655
Total Products of Agriculture		71,640	52,334	37,154	68,943	229,971
Grand Total Carload Traffic		200,142	199,278	203,260	175,376	778,056
						5388

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Defendant's Exhibit No. 72 (Witness Burn)
Dec. 4, 1940

GREAT NORTHERN RAILWAY COMPANY

Numbers of Carloads of Revenue Freight Carried For Certain Selected Commodities, Total
Products of Agriculture and Total Carload Traffic.
As Reported in Schedule No. 541 of Annual Report (Form A) to the Interstate Commerce Commission

Calendar Year 1939

Class No.	Commodity or Class	Originating on G. N.		Received from Connections		Total		TOTAL CARRIED	Per Cent of Total Carried	
		Terminating on Line	Delivered to Connections	Terminating on Line	Delivered to Connections	Terminating on Line	Delivered to Connections		Terminating on Line	Delivered to Connections
110	Oranges & grapefruit	17	17	2,397	559	2,414	576	2,990	-	-
111	Lemons, limes and citrus fruits n. o. s.	-	-	191	20	191	20	211	-	-
120	Apples, fresh	3,302	11,123	524	110	3,826	11,233	15,059	-	-
121	Bananas	53	19	894	93	947	112	1,059	-	-
122	Berries, fresh	3	1	89	1	92	2	94	-	-
123	Cantaloupes & melons n. o. s.	-	-	182	34	182	34	216	-	-
124	Grapes, fresh	-	-	338	60	338	60	398	-	-
125	Peaches, fresh	28	3	380	19	408	22	430	-	-
126	Watermelons	3	-	319	54	322	54	376	-	-
127	Fruits, fresh domestic n. o. s.	703	1,521	396	97	1,099	1,618	2,717	-	-
128	Fruits, fresh tropical n. o. s.	-	-	9	8	9	8	17	-	-
130	Potatoes other than sweet	1,667	15,681	829	447	2,496	16,128	18,624	-	-
140	Cabbage	6	1	131	7	137	8	145	-	-
141	Onions	19	123	161	20	180	143	323	-	-
142	Tomatoes	-	2	289	36	289	38	327	-	-
143	Vegetables, fresh n.o.s.	182	203	1,320	333	1,502	536	2,038	-	-
Total Fresh Fruits, Etc.		5,983	28,694	8,449	1,898	14,432	30,592	45,024	32.1%	67.9%
800	Total Products of Agriculture	94,081	45,874	16,382	3,607	110,463	49,481	159,944	69.1%	30.9%
850	Grand Total Carload Traffic	237,819	362,809	138,625	44,036	376,444	406,845	783,289	48.1%	51.9%

Defendant's Exhibit No. 73 (Witness H.R. Fertig)
Dec. 4, 1940

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY

Typical Examples of Freight Trains Handled

Between Certain Terminals, April 1st to 10th Inclusive, 1939

Name of Railroad	From	To	Distance (Miles)	Ten Day Period Studied (Mo. & Yr.)	Rating Grade	70 Cars or Less						71 Cars to 100 Cars						101 Cars to 125 C					
						No. of Trains	Type of Locomotive	Average Consist					No. of Trains	Type of Locomotive	Average Consist					No. of Trains	Type of Locomotive	Average	
								A	B	C	D	Tons			A	B	C	D	Tons			A	B
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)
The Chicago, Rock Island and Pacific Railway Company	Blue Island, Ill.	Silvis, Ill.	159	April, 1939	.46	12	Mikado	0	26	36	62	2,310	7	Mikado	2	38	38	78	3,178	-	-	-	-
	Blue Island, Ill.	Silvis, Ill.	159	April, 1939	.46	1	Mountain	1	26	36	63	2,693	-	-	-	-	-	-	-	-	-	-	-
	Blue Island, Ill.	Silvis, Ill.	159	April, 1939	.46	6	4-8-4	1	36	32	69	2,353	27	4-8-4	1	56	38	95	3,103	2	4-8-4	0	40
	Silvis, Ill.	Blue Island, Ill.	159	April, 1939	.48	10	Mikado	13	23	19	55	2,210	7	Mikado	3	32	50	85	3,185	-	-	-	-
	Silvis, Ill.	Blue Island, Ill.	159	April, 1939	.48	12	4-8-4	19	20	17	56	2,379	19	4-8-4	19	45	21	85	3,322	-	-	-	-
	Silvis, Ill.	Blue Island, Ill.	159	April, 1939	.48	-	-	-	-	-	-	-	2	Mountain	1	38	47	86	3,525	-	-	-	-
	Blue Island, Ill.	Bureau, Ill.	99	April, 1939	.46	11	Mikado	1	28	27	56	2,166	2	Mikado	0	36	51	87	2,940	1	Mikado	0	51
	Blue Island, Ill.	Bureau, Ill.	99	April, 1939	.46	1	Mountain	0	27	27	54	2,803	1	Mountain	0	33	41	74	2,657	-	-	-	-
	Bureau, Ill.	Blue Island, Ill.	99	April, 1939	.48	14	Mikado	1	38	9	48	2,711	-	-	-	-	-	-	-	-	-	-	-
	Bureau, Ill.	Blue Island, Ill.	99	April, 1939	.48	1	Mountain	1	32	7	40	2,850	-	-	-	-	-	-	-	-	-	-	-
	Bureau, Ill.	Blue Island, Ill.	99	April, 1939	.48	1	Consolidation	0	49	11	60	3,294	-	-	-	-	-	-	-	-	-	-	-
	Blue Island, Ill.	Ottawa, Ill.	70	April, 1939	.46	1	Mikado	0	15	7	22	1,109	-	-	-	-	-	-	-	-	-	-	-
	Ottawa, Ill.	Blue Island, Ill.	70	April, 1939	.48	1	Mikado	0	46	6	52	2,774	-	-	-	-	-	-	-	-	-	-	-
	Bureau, Ill.	Silvis, Ill.	60	April, 1939	.30	16	Mikado	0	45	9	54	3,287	1	Mikado	1	59	11	71	3,770	-	-	-	-
	Silvis, Ill.	Bureau, Ill.	60	April, 1939	.45	16	Mikado	2	18	24	44	1,509	2	Mikado	8	21	57	86	2,680	-	-	-	-
	Silvis, Ill.	Columbus Jct., Ia.	57	April, 1939	1.18	8	Mikado	0	7	18	25	755	-	-	-	-	-	-	-	-	-	-	-
	Columbus Jct., Ia.	Silvis, Ill.	57	April, 1939	1.39	8	Mikado	0	19	12	31	1,471	-	-	-	-	-	-	-	-	-	-	-
	Silvis, Ill.	Eldon, Ia.	120	April, 1939	1.18	3	Mikado	0	19	44	63	2,136	2	Mikado	0	16	68	84	2,748	-	-	-	-
	Silvis, Ill.	Eldon, Ia.	120	April, 1939	1.18	20	4-8-4	0	40	16	56	2,185	12	4-8-4	0	16	60	76	2,729	-	-	-	-
	Eldon, Ia.	Silvis, Ill.	120	April, 1939	1.39	2	Mikado	0	40	15	55	2,493	1	Mikado	0	27	46	73	2,250	1	Mikado	0	11
	Eldon, Ia.	Silvis, Ill.	120	April, 1939	1.39	31	4-8-4	14	29	8	51	2,307	3	4-8-4	0	34	43	79	2,876	-	-	-	-
	Washington, Ia.	Eldon, Ia.	46	April, 1939	1.18	8	Consolidation	0	5	10	15	428	-	-	-	-	-	-	-	-	-	-	-
	Eldon, Ia.	Washington, Ia.	46	April, 1939	1.39	8	Consolidation	0	5	3	8	312	-	-	-	-	-	-	-	-	-	-	-
	Eldon, Ia.	Trenton, Mo.	122	April, 1939	1.00	27	4-8-4	0	31	25	56	1,888	9	4-8-4	0	4	87	91	2,473	2	4-8-4	0	2
	Eldon, Ia.	Trenton, Mo.	122	April, 1939	1.00	2	Mikado	0	7	51	58	1,577	-	-	-	-	-	-	-	-	-	-	-
	Trenton, Mo.	Eldon, Ia.	122	April, 1939	.96	34	4-8-4	13	32	7	52	2,395	2	4-8-4	0	12	66	78	2,217	-	-	-	-
Trenton, Mo.	Eldon, Ia.	122	April, 1939	.96	3	Mikado	0	29	33	62	2,521	-	-	-	-	-	-	-	-	-	-	-	
Allerton, Ia.	Trenton, Mo.	51	April, 1939	1.00	21	4-8-4	1	8	35	44	1,229	1	4-8-4	1	14	57	72	1,869	-	-	-	-	
Trenton, Mo.	Allerton, Ia.	51	April, 1939	.96	21	4-8-4	14	35	5	54	2,348	1	4-8-4	12	42	18	72	2,988	-	-	-	-	
Trenton, Mo.	Allerton, Ia.	51	April, 1939	.96	1	Mikado	7	53	1	61	2,960	-	-	-	-	-	-	-	-	-	-	-	

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re. 1919

		101 Cars to 125 Cars							126 Cars and Over							Maximum Cars per Train
Consist		No. of Trains	Type of Locomotive	Average Consist					No. of Trains	Type of Locomotive	Average Consist					
D	Tons			A	B	C	D	Tons			A	B	C	D	Tons	
(a)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)	(dd)	(ee)	(ff)	(gg)	(hh)	(ii)
78	3,178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	92
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63
95	3,105	2	4-8-4	0	40	61	101	4,376	-	-	-	-	-	-	-	102
95	3,185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96
95	3,322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91
36	3,525	-	-	-	-	-	-	-	-	-	-	-	-	-	-	97
37	2,940	1	Mikado	0	51	55	106	3,941	-	-	-	-	-	-	-	106
74	2,657	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52
71	3,770	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71
86	2,680	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
84	2,748	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87
76	2,729	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99
73	2,250	1	Mikado	0	11	101	112	3,024	-	-	-	-	-	-	-	112
79	2,876	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13
91	2,473	2	4-8-4	0	2	99	101	2,588	-	-	-	-	-	-	-	101
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59
78	2,217	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67
72	1,869	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72
72	2,988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61

Typical Examples of Freight Trains Handled (Cont'd)

Name of Railroad	From	To	Distance (Miles)	Ten Day Period Studied (Mo. & Yr.)	Ruling Grade	70 Cars or Less					71 Cars to 100 Cars					101 Cars to 125 Car												
						No. of Trains	Type of Locomotive	Average Consist				No. of Trains	Type of Locomotive	Average Consist				No. of Trains	Type of Locomotive	Average								
								A	B	C	D			Tons	A	B	C			D	Tons	A	B					
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)				
The Chicago and Pacific Railway Company	Trenton, Mo.	Kansas City, Kan.	96	April, 1939	.50	26	4-8-4	0	29	27	56	1,958	19	4-8-4	1	12	69	82	2,246	3	4-8-4	0	3	1				
	Kansas City, Kan.	Trenton, Mo.	95	April, 1939	.50	34	4-8-4	15	30	6	51	2,283	17	4-8-4	9	57	15	81	3,966	-	-	-	-	-				
	Kansas City, Kan.	Trenton, Mo.	95	April, 1939	.50	1	Mikado	16	28	10	54	2,406	1	Mikado	0	75	2	77	3,934	-	-	-	-	-				
	Kansas City, Kan.	Herington, Kan.	147	April, 1939	.80	12	4-8-4	2	43	18	63	2,241	30	4-8-4	2	33	44	79	2,556	8	4-8-4	0	1	10				
Pacific Railway Company	Kansas City, Kan.	Herington, Kan.	147	April, 1939	.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Kansas City, Kan.	147	April, 1939	.50	21	4-8-4	27	29	7	63	2,741	34	4-8-4	35	36	14	85	3,566	1	Mikado	0	0	11				
	Herington, Kan.	Kansas City, Kan.	147	April, 1939	.50	1	Mikado	5	45	19	69	2,900	-	-	-	-	-	-	-	-	-	-	-	-				
	Kansas City, Kan.	McFarland, Kan.	98	April, 1939	.80	10	Mikado	0	24	31	53	1,690	1	Mikado	1	35	36	72	2,416	-	-	-	-	-				
	McFarland, Kan.	Kansas City, Kan.	98	April, 1939	.50	11	Mikado	1	23	20	44	1,472	-	-	-	-	-	-	-	-	-	-	-	-				
	McFarland, Kan.	Herington, Kan.	49	April, 1939	.80	1	Mikado	0	1	45	46	1,115	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	McFarland, Kan.	49	April, 1939	.50	2	Mikado	0	20	2	22	703	-	-	-	-	-	-	-	-	-	-	-	-				
	Topeka, Kan.	Herington, Kan.	82	April, 1939	.80	2	Mikado	0	3	57	60	1,411	2	Mikado	0	8	79	87	2,205	-	-	-	-	-				
	Herington, Kan.	Topeka, Kan.	91	April, 1939	.50	2	Mikado	0	32	6	38	1,928	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Topeka, Kan.	81	April, 1939	.50	1	Pacific	0	5	7	12	345	-	-	-	-	-	-	-	-	-	-	-	-				
	Herington, Kan.	Pratt, Kan.	127	April, 1939	.80	12	4-8-4	1	33	22	56	2,020	7	4-8-4	0	10	75	85	2,515	5	4-8-4	0	0	101				
	Herington, Kan.	Pratt, Kan.	127	April, 1939	.80	16	Mikado	0	14	31	45	1,339	5	Mikado	0	0	83	83	2,174	-	-	-	-	-				
	Pratt, Kan.	Herington, Kan.	127	April, 1939	.80	1	Consolidation	0	0	46	46	1,250	-	-	-	-	-	-	-	-	-	-	-	-				
	Pratt, Kan.	Herington, Kan.	127	April, 1939	.80	27	4-8-4	41	11	5	57	2,432	3	4-8-4	47	22	7	76	3,407	-	-	-	-	-				
	Pratt, Kan.	Herington, Kan.	127	April, 1939	.80	22	Mikado	22	18	6	46	1,931	-	-	-	-	-	-	-	-	-	-	-	-				
	Pratt, Kan.	Herington, Kan.	127	April, 1939	.80	1	Consolidation	0	22	18	40	1,757	-	-	-	-	-	-	-	-	-	-	-	-				
	Pratt, Kan.	Herington, Kan.	127	April, 1939	.80	1	Pacific	0	13	8	21	890	-	-	-	-	-	-	-	-	-	-	-	-				
	Hutchinson, Kan.	Herington, Kan.	74	April, 1939	.80	2	Mikado	1	8	23	32	414	-	-	-	-	-	-	-	-	-	-	-	-				
	Hutchinson, Kan.	Herington, Kan.	74	April, 1939	.80	2	Mikado	0	23	5	28	1,415	-	-	-	-	-	-	-	-	-	-	-	-				
	Pratt, Kan.	Liberal, Kan.	133	April, 1939	.80	10	4-8-4	3	29	22	54	1,033	10	4-8-4	0	1	90	91	2,401	1	4-8-4	0	0	101				
	Pratt, Kan.	Liberal, Kan.	133	April, 1939	.80	11	Mikado	1	12	30	43	1,295	9	Mikado	0	1	78	79	2,126	-	-	-	-	-				
	Liberal, Kan.	Pratt, Kan.	133	April, 1939	.80	31	4-8-4	40	6	4	52	2,325	1	4-8-4	58	11	3	72	3,212	-	-	-	-	-				
	Liberal, Kan.	Pratt, Kan.	133	April, 1939	.80	19	Mikado	22	15	7	44	1,841	-	-	-	-	-	-	-	-	-	-	-	-				
	Liberal, Kan.	Pratt, Kan.	133	April, 1939	.80	1	Mountain	25	15	4	44	1,750	-	-	-	-	-	-	-	-	-	-	-	-				
	Liberal, Kan.	Delhart, Tex.	111	April, 1939	.80	12	4-8-4	2	35	18	55	2,034	14	4-8-4	0	1	87	88	2,378	1	4-8-4	0	0	101				
	Liberal, Kan.	Delhart, Tex.	111	April, 1939	.80	4	Mikado	0	19	31	50	1,723	9	Mikado	0	1	81	82	2,157	-	-	-	-	-				
	Liberal, Kan.	Delhart, Tex.	111	April, 1939	.80	1	Mountain	0	14	53	67	1,840	-	-	-	-	-	-	-	-	-	-	-	-				
	Delhart, Tex.	Liberal, Kan.	111	April, 1939	.80	27	4-8-4	44	7	4	55	2,296	2	4-8-4	66	8	4	78	3,096	-	-	-	-	-				
	Delhart, Tex.	Liberal, Kan.	111	April, 1939	.80	11	Mikado	42	4	6	52	2,112	-	-	-	-	-	-	-	-	-	-	-	-				
	Delhart, Tex.	Liberal, Kan.	111	April, 1939	.80	1	Mountain	25	12	3	40	1,662	-	-	-	-	-	-	-	-	-	-	-	-				
	Delhart, Tex.	Tucumcari, N.M.	93	April, 1939	1.00	16	2-10-2	1	26	25	52	1,818	22	2-10-2	3	2	78	83	2,191	-	-	-	-	-				
	Delhart, Tex.	Tucumcari, N.M.	93	April, 1939	1.00	-	-	-	-	-	-	-	2	4-8-4	0	2	79	81	1,972	-	-	-	-	-				
	Tucumcari, N.M.	Delhart, Tex.	93	April, 1939	1.00	-	-	-	-	-	-	-	3	Mikado	0	2	73	75	2,058	-	-	-	-	-				
	Tucumcari, N.M.	Delhart, Tex.	93	April, 1939	1.00	38	2-10-2	39	9	6	54	2,184	-	-	-	-	-	-	-	-	-	-	-	-				
	Tucumcari, N.M.	Delhart, Tex.	93	April, 1939	1.00	2	4-8-4	45	11	5	61	2,370	-	-	-	-	-	-	-	-	-	-	-	-				
	Tucumcari, N.M.	Delhart, Tex.	93	April, 1939	1.00	2	Mountain	38	3	2	43	1,789	-	-	-	-	-	-	-	-	-	-	-	-				
	Tucumcari, N.M.	Delhart, Tex.	93	April, 1939	1.00	3	Mikado	34	15	1	50	1,985	-	-	-	-	-	-	-	-	-	-	-	-				
Total trains						1,021						704	Trains 70 cars or less					290	Trains 71 cars to 100 cars					25	Trains 101 cars to 1			
Per cent of all trains						100%	68.95										25.40					2.45						
Average cars per train						62	51										84					105						

ins Handled (Cont'd)

Cars			101 Cars to 125 Cars							126 Cars and Over							Maximum Cars per Train		
Average Consist			No. of Trains	Type of Locomotive	Average Consist					No. of Trains	Type of Locomotive	Average Consist							
C	D	Tons			A	B	C	D	Tons			A	B	C	D	Tons			
(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)	(dd)	(ee)	(ff)	(gg)	(hh)	(ii)		
59	82	2,246	3	4-8-4	0	3	104	107	2,844	-	-	-	-	-	-	-	107		
15	81	3,366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94		
2	77	3,334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50		
44	79	2,556	8	4-8-4	0	1	105	106	2,852	2	4-8-4	0	8	118	126	3,497	126		
-	-	-	1	Mikado	0	0	116	116	3,003	-	-	-	-	-	-	-	116		
18	85	3,566	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69		
36	72	2,416	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30		
79	87	2,205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12		
75	85	2,515	5	4-8-4	0	0	101	101	2,323	-	-	-	-	-	-	-	102		
83	83	2,174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46		
7	76	3,407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35		
90	91	2,401	1	4-8-4	0	0	101	101	2,405	-	-	-	-	-	-	-	101		
78	79	2,126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99		
3	72	3,212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44		
87	88	2,378	1	4-8-4	0	0	101	101	2,720	-	-	-	-	-	-	-	101		
81	82	2,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67		
4	78	3,096	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40		
78	83	2,191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91		
79	81	1,972	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83		
73	75	2,058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34		
e 100 cars			25	Trains 101 cars to 125 cars							2	Trains 126 cars and over							
			2.45								.20								
			105								126								

EXPLANATION OF SYMBOLS USED BELOW
UNDER HEADING "AVERAGE CONSIST"

A - Perishable loads
B - Other loads
C - Empty cars and includes caboose
D - Total all cars

Defendant's Exhibit No. 74 (Witness F.W. Green)
Dec. 5, 1941 1940

ST. LOUIS SOUTHWESTERN RAILWAY LINES
BERRYMAN HENWOOD, TRUSTEE

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED
BETWEEN CERTAIN TERMINALS, APRIL 12TH - 21ST INCLUSIVE, 1939

LINE NO.	FROM	TO	DIS- TANCE (Miles)	RULING GRADE	70 CARS OR LESS							71 CARS TO 100 CARS							101 CARS TO 125 CARS						
					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				
							A	B	C	D	TONS			A	B	C	D	TONS			A	B	C	D	TONS
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	
1	E.St.Louis, Ill.	Illmo, Mo.	125	0.50	10	Consolida- tion	-	33	13	46	1,293	20	4-8-4	-	45	44	89	3,079	-	-	-	-	-	-	
2	Illmo, Mo.	E.St.Louis, Ill.	125	0.50	12	(Consolida- tion 4-8-4)	-	44	14	58	2,412	18	4-8-4	-	63	23	86	3,494	-	-	-	-	-	-	
3	Illmo, Mo.	Jonesboro, Ark.	131	0.50	10	(Mountain- Consolidation)	-	22	1	23	655	17	4-8-4	-	50	38	88	3,103	3	4-8-4	-	49	53	102	
4	Jonesboro, Ark.	Illmo, Mo.	131	0.50	12	(Consolida- tion Mountain)	-	42	12	54	2,220	19	(4-8-4 Consoli- dation)	-	60	24	84	3,447	1	4-8-4	-	52	52	104	
5	Jonesboro, Ark.	Pine Bluff, Ark.	142	0.50	11	(Mountain 10 Wheel Consoli- dation)	-	21	4	25	743	18	4-8-4	-	47	42	89	3,064	1	4-8-4	-	72	36	108	
6	Pine Bluff, Ark.	Jonesboro, Ark.	142	0.50	16	(Consolida- tion Mountain 4-8-4)	-	44	13	57	2,414	18	(4-8-4 Consoli- dation)	-	64	21	85	3,582	-	-	-	-	-	-	
7	TOTAL TRAINS				186	71						110						5							
8	PER CENT OF ALL TRAINS				100	38.2						99.1						2.7							
9	AVERAGE CARS PER TRAIN				71	45						87						104							

en)

VE, 1939

101 CARS TO 125 CARS							126 CARS AND OVER							MAXIMUM CARS PER TRAIN
NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					
(t)	(u)	A (v)	B (w)	C (x)	D (y)	TONS (z)	(aa)	(bb)	A (cc)	B (dd)	C (ee)	D (ff)	TONS (gg)		(hh)
-	-	-	-	-	-	-	-	-	-	-	-	-	-	99
-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
3	4-8-4	-	49	53	102	3,301	-	-	-	-	-	-	-	102
1	4-8-4	-	52	52	104	3,726	-	-	-	-	-	-	-	104
1	4-8-4	-	72	36	108	3,348	-	-	-	-	-	-	-	108
-	-	-	-	-	-	-	-	-	-	-	-	-	-	95

Defendant's Exhibit No. 75 (Witness W.A. Kraemer).

Dec. 5, 1940

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

TYPICAL EXEMPLES OF FREIGHT TRAINS OPERATED ON
WINSTON-SALEM - GALENA - IOWA DIVISION
ABOUT 1ST TO 10TH, INCLUSIVE, 1940

FROM	TO	DIS- TANCE (Miles)	MILES GRADE	NO. OF TRAINS	TYPE OF LOCOMOTIVE	70 CARS OR LESS					NO. OF TRAINS	TYPE OF LOCOMOTIVE	71 CARS TO 100 CARS					NO. OF TRAINS	TYPE OF LOCOMOTIVE	101 CARS TO 125 CARS					NO. OF TRAINS	TYPE OF LOCOMOTIVE	126 CARS AND OVER					TRAINING CARS PER TRAIN
						A	B	C	D	TOTAL			A	B	C	D	TOTAL			A	B	C	D	TOTAL			A	B	C	D	TOTAL	
Proviso, Ill.	Winchester, Wis.	83	.30	18	Hiako	7	52	6	65	2,695	25	Hiako	6	48	30	84	3,475	4	Hiako	6	68	42	108	4,568	-	-	-	-	-	-	122	
Proviso, Ill.	Winchester, Wis.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	
Proviso, Ill.	Winchester, Wis.	83	.30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	145	
Winchester, Wis.	Proviso, Ill.	83	.78	1	Northern	3	19	47	69	2,106	1	Northern	15	73	7	95	3,819	4	Northern	17	77	18	112	4,272	-	-	-	-	-	-	136	
Winchester, Wis.	Proviso, Ill.	83	.78	12	Hiako	12	42	4	58	2,249	13	Hiako	5	49	33	87	2,875	6	Hiako	5	23	83	111	3,220	-	-	-	-	-	-	121	
Winchester, Wis.	Proviso, Ill.	83	.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	
Proviso, Ill.	Butler, Wis.	95	1.00	9	Hiako	2	45	6	53	2,325	2	Hiako	23	56	1	80	3,644	1	Hiako	-	50	54	104	4,413	-	-	-	-	-	-	124	
Proviso, Ill.	Butler, Wis.	95	1.00	7	Northern	1	61	6	68	3,217	13	Northern	1	74	7	82	3,261	-	-	-	-	-	-	-	-	-	-	-	-	-	90	
Proviso, Ill.	Butler, Wis.	95	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	124	
Proviso, Ill.	Butler, Wis.	95	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	
Butler, Wis.	Proviso, Ill.	95	1.00	-	-	-	-	-	-	-	16	Hiako	2	49	28	79	2,622	4	Hiako	-	48	66	114	3,807	-	-	-	-	-	-	-	119
Butler, Wis.	Proviso, Ill.	95	1.00	1	Northern	6	38	12	56	2,667	18	Northern	8	50	26	84	3,301	3	Northern	4	34	60	118	3,947	-	-	-	-	-	-	-	138
Butler, Wis.	Proviso, Ill.	95	1.00	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	
Proviso, Ill.	Janesville, Wis.	84	.95	15	Hiako	2	32	24	59	2,382	1	Hiako	-	32	43	75	2,690	-	-	-	-	-	-	-	-	-	-	-	-	-	75	
Janesville, Wis.	Proviso, Ill.	84	.95	9	Hiako	-	37	24	61	2,754	4	Hiako	-	-	36	42	78	3,261	-	-	-	-	-	-	-	-	-	-	-	-	90	
Proviso, Ill.	Galena, Ill.	71	.68	5	Hiako	1	42	10	53	2,496	6	Hiako	1	40	33	74	2,774	-	-	-	-	-	-	-	-	-	-	-	-	-	77	
Galena, Ill.	Proviso, Ill.	71	.68	9	Hiako	15	43	11	39	2,098	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	
Proviso, Ill.	Harvard, Ill.	56	.68	1	Hiako	-	12	53	65	2,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	
Harvard, Ill.	Proviso, Ill.	56	.68	4	Hiako	-	34	5	39	2,712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	
Gray Lake, Ill.	Butler, Wis.	64	1.60	10	Hiako	-	50	6	56	3,467	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	
Butler, Wis.	Great Lakes, Ill.	64	1.00	5	Hiako	2	31	25	58	2,251	4	Hiako	-	26	53	79	2,756	1	Hiako	-	41	64	105	3,524	-	-	-	-	-	-	-	105
Winchester, Wis.	Pond Du Lac, Wis.	62	1.17	9	Hiako	8	42	1	51	1,710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	99	
Galena, Ill.	Harvard, Ill.	16	.68	8	Hiako	-	30	8	38	2,587	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	
Harvard, Ill.	Janesville, Wis.	25	.95	1	Hiako	-	-	17	17	340	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	
Proviso, Ill.	Clinton, Ia.	126	.75	9	Northern	1	39	27	67	2,538	29	Northern	-	61	22	83	2,992	18	Northern	-	47	73	120	4,699	3	Northern	-	41	91	133	4,775	140
Proviso, Ill.	Clinton, Ia.	126	.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	
Clinton, Ia.	Proviso, Ill.	125	.73	19	Northern	30	23	9	62	2,668	14	Northern	30	42	11	85	3,874	6	Northern	2	26	92	120	4,043	-	-	-	-	-	-	-	140
Clinton, Ia.	Proviso, Ill.	125	.73	-	-	-	-	-	-	-	1	Hiako	-	19	80	99	3,220	1	Hiako	-	4	116	120	3,100	-	-	-	-	-	-	-	120
Proviso, Ill.	Salmon, Ill.	92	.75	20	Northern	1	41	19	61	2,409	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	
Proviso, Ill.	Salmon, Ill.	92	.75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	
Salmon, Ill.	Proviso, Ill.	92	.73	7	Northern	-	63	1	64	4,506	2	Northern	-	41	41	82	4,857	2	Northern	-	33	81	114	4,714	-	-	-	-	-	-	-	113
Salmon, Ill.	Proviso, Ill.	92	.73	1	Northern	-	70	-	70	4,416	11	Northern	1	76	3	80	4,386	1	Northern	-	15	101	116	3,974	-	-	-	-	-	-	-	116
Clinton, Ia.	Salmon, Ill.	34	.49	-	-	-	-	-	-	-	1	Northern	-	53	26	79	4,775	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79
Proviso, Ill.	Sycamore, Ill.	51	.75	6	Hiako	1	50	3	56	2,651	2	Hiako	2	53	24	79	3,096	-	-	-	-	-	-	-	-	-	-	-	-	-	81	
Sycamore, Ill.	Proviso, Ill.	51	.75	5	Hiako	-	39	15	54	2,586	3	Hiako	4	45	39	84	3,410	-	-	-	-	-	-	-	-	-	-	-	-	-	94	
Boone, Ia.	Co. Bluffs, Ia.	145	.70	3	Northern	-	34	23	58	2,685	31	Northern	1	50	36	87	3,354	9	Northern	-	50	39	109	3,346	-	-	-	-	-	-	-	120
Co. Bluffs, Ia.	Boone, Ia.	145	.69	14	Northern	10	50	6	66	2,991	24	Northern	36	38	3	77	3,482	2	Northern	-	16	97	113	3,643	5	Northern	2	8	125	135	3,979	140
Co. Bluffs, Ia.	Boone, Ia.	125	.69	6	Hiako	16	36	10	62	2,447	3	Hiako	4	39	28	71	3,080	-	-	-	-	-	-	-	-	-	-	-	-	-	93	
Clinton, Ia.	Boone, Ia.	198	.77	3	Northern	-	30	32	62	2,699	40	Northern	-	53	31	84	3,236	6	Northern	-	50	37	107	3,568	-	-	-	-	-	-	-	112
Boone, Ia.	Clinton, Ia.	198	.82	18	Northern	13	49	5	67	3,053	30	Northern	15	55	8	78	3,725	-	-	-	-	-	-	-	-	-	-	-	-	-	126	
Clinton, Ia.	Selle Plaine, Ia.	113	.74	6	Northern	-	38	20	58	2,939	6	Northern	-	46	35	81	3,686	1	Northern	-	35	76	111	3,444	-	-	-	-	-	-	-	111
Clinton, Ia.	Selle Plaine, Ia.	113	.74	2	Hiako	-	27	19	46	2,105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	
Selle Plaine, Ia.	Clinton, Ia.	113	.82	2	Hiako	8	20	23	51	2,132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	
Selle Plaine, Ia.	Clinton, Ia.	113	.82	-	-	-	-	-	-	-	12	Northern	6	46	26	78	3,799	7	Northern	2	16	93	111	3,410	1	Northern	2	13	111	126	3,400	126
Selle Plaine, Ia.	Boone, Ia.	85	.77	7	Hiako	-	15	38	53	1,755	1	Hiako	-	24	63	87	3,030	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87
Selle Plaine, Ia.	Boone, Ia.	85	.77	-	-	-	-	-	-	-	1	Northern	-	72	72	72	1,795	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72
Boone, Ia.	Selle Plaine, Ia.	85	.72	8	Hiako	3	39	9	51	2,703	0.7	Hiako	1	15	68	84	2,524	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100
Boone, Ia.	Selle Plaine, Ia.	85	.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	
TOTAL NUMBER OF TRAINS		725		260							345							87							35							
PER CENT OF ALL TRAINS		100		35.7							47.5							12.0							4.8							
AVERAGE CARS PER TRAIN		80		58							82							114							138							

Defendant's Exhibit No. 16 (Witness W.A. Kraemer)
Dec. 5, 1940

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE
PASSENGER TRAINS BETWEEN CHICAGO AND OMAHA DURING
PERIOD AUGUST 1ST TO 10TH, INCLUSIVE, 1940

LINE NO. (a)	TRAIN NO. (b)	TRAIN NAME (c)	MILES (d)	5 CARS OR LESS (e)	NUMBER OF CARS													17 AND OVER (q)	TOTAL (r)
					6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)				
WESTBOUND																			
1	49	Forty-Niner	488	-	-	-	4	-	-	-	-	-	-	0	-	-	-	4	
2	21	Pacific Limited	488	-	-	-	-	-	-	-	-	1	1	4	3	1	-	10	
3	19	Natl. Parks Special	488	-	-	-	5	2	2	-	-	-	1	-	-	-	-	10	
4	1	City of Portland	488	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	
5	103	City of Los Angeles	488	-	-	-	-	-	-	2	-	-	1	-	-	-	-	3	
6	111	City of Denver	488	-	-	-	-	-	-	10	-	-	-	-	-	-	-	10	
7	11	Corn King	488	-	-	-	-	4	4	2	-	-	-	-	-	-	-	10	
8	101	City of San Francisco	488	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
9	5	Past Mail	488	-	-	1	1	1	5	2	-	-	-	-	-	-	-	10	
10	717	Challenger	488	-	-	-	-	-	-	-	-	-	7	1	1	1	-	10	
11	27	Overland Limited	488	-	-	-	-	-	-	-	-	-	1	3	4	2	-	10	
12	87	Challenger	488	-	-	-	-	-	-	-	-	-	3	2	3	2	-	10	
13	15	Columbine	488	-	2	6	1	1	-	-	-	-	-	-	-	-	-	10	
14		TOTAL		-	2	7	13	8	11	16	1	1	14	10	11	6	-	100	
EASTBOUND																			
15	48	Forty-Niner	488	-	-	-	3	-	-	-	-	-	-	-	-	-	-	3	
16	14	Pacific Limited	488	-	-	-	-	-	-	-	-	2	6	1	-	-	-	10	
17	20	Natl. Parks Special	488	-	-	4	1	2	3	-	-	-	-	-	-	-	-	10	
18	2	City of Portland	488	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	
19	104	City of Los Angeles	488	-	-	-	-	-	-	2	-	-	1	-	-	-	-	3	
20	112	City of Denver	488	-	-	-	-	-	-	10	-	-	-	-	-	-	-	10	
21	22	Corn King	488	-	-	-	-	2	7	1	-	-	-	-	-	-	-	10	
22	102	City of San Francisco	488	-	-	-	-	-	-	-	2	-	-	-	-	-	-	2	
23	6	Mail and Express	488	-	-	1	1	-	2	2	3	1	-	-	-	-	-	10	
24	818	Challenger	488	-	-	-	-	-	-	-	-	-	4	1	2	3	-	10	

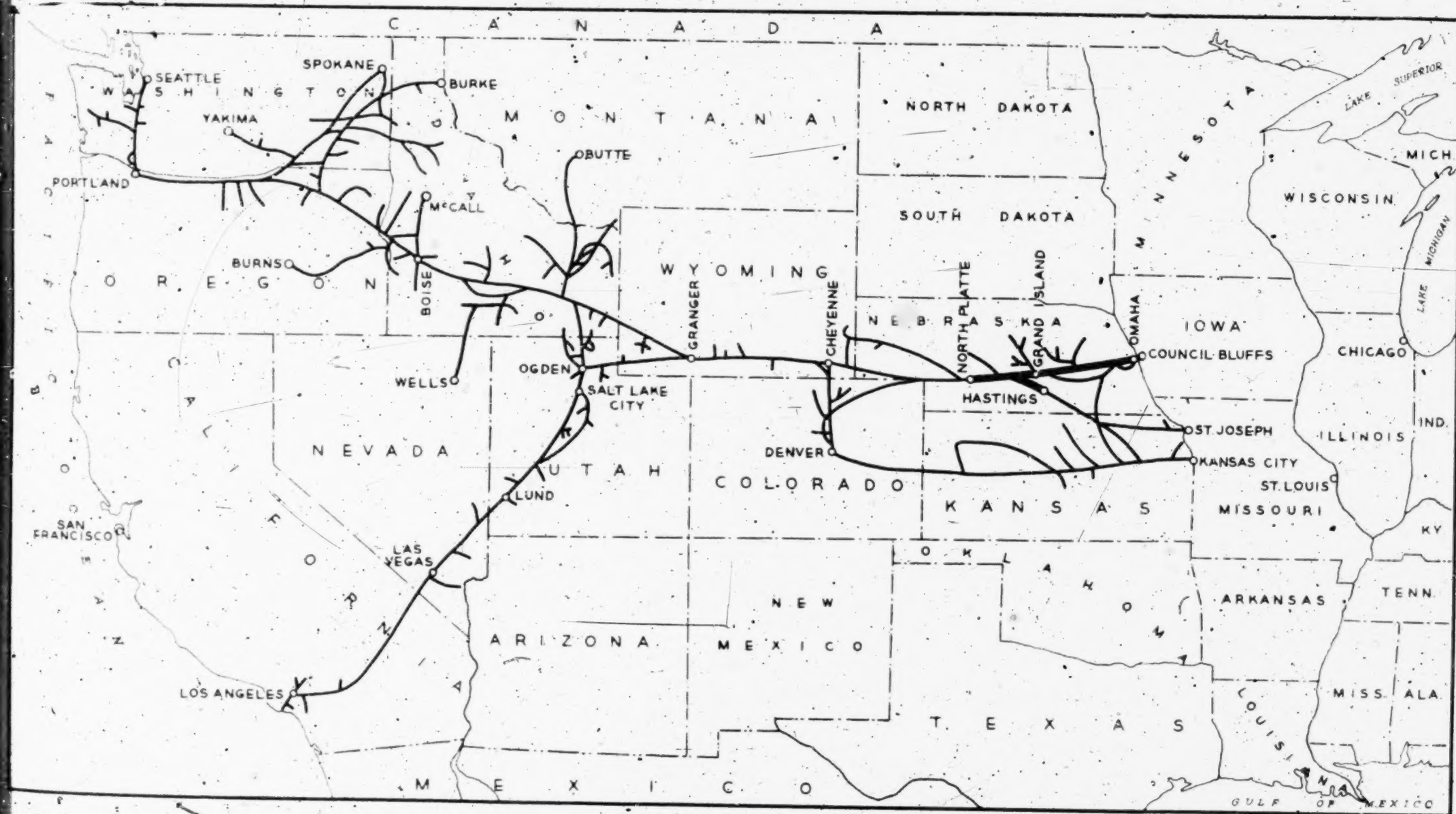
LINE NO. (a)	TRAIN NO. (b)	TRAIN NAME (c)	MILES (d)	50 CARS OR LESS (e)	NUMBER OF CARS												17 AND OVER (q)	TOTAL (r)
					6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)			
WESTBOUND																		
1	49	Forty-Niner	488	-	-	-	4	-	-	-	-	7	-	-	-	-	4	
2	21	Pacific Limited	488	-	-	-	-	-	-	-	-	1	1	4	3	1	10	
3	19	Natl. Parks Special	488	-	-	-	5	2	2	-	-	-	1	-	-	-	10	
4	1	City of Portland	488	-	-	-	2	-	-	-	-	-	-	-	-	-	2	
5	103	City of Los Angeles	488	-	-	-	-	-	-	2	-	-	1	-	-	-	3	
6	111	City of Denver	488	-	-	-	-	-	-	10	-	-	-	-	-	-	10	
7	11	Corn King	488	-	-	-	-	4	4	2	-	-	-	-	-	-	10	
8	101	City of San Francisco	488	-	-	-	-	-	-	-	1	-	-	-	-	-	1	
9	5	Fast Mail	488	-	-	1	1	1	3	2	-	-	-	-	-	-	10	
10	717	Challenger	488	-	-	-	-	-	-	-	-	-	7	1	1	1	10	
11	27	Overland Limited	488	-	-	-	-	-	-	-	-	-	1	3	4	2	10	
12	87	Challenger	488	-	-	-	-	-	-	-	-	-	3	2	3	2	10	
13	15	Columbine	488	-	2	6	1	1	-	-	-	-	-	-	-	-	10	
14		TOTAL		-	2	7	13	8	11	16	1	1	14	10	11	6	100	
EASTBOUND																		
15	48	Forty-Niner	488	-	-	-	3	-	-	-	-	-	-	-	-	-	3	
16	14	Pacific Limited	488	-	-	-	-	-	-	-	-	3	6	1	-	-	10	
17	20	Natl. Parks Special	488	-	-	4	1	2	3	-	-	-	-	-	-	-	10	
18	2	City of Portland	488	-	-	-	2	-	-	-	-	-	-	-	-	-	2	
19	104	City of Los Angeles	488	-	-	-	-	-	-	2	-	-	1	-	-	-	3	
20	112	City of Denver	488	-	-	-	-	-	-	10	-	-	-	-	-	-	10	
21	22	Corn King	488	-	-	-	-	2	7	1	-	-	-	-	-	-	10	
22	102	City of San Francisco	488	-	-	-	-	-	-	-	2	-	-	-	-	-	2	
23	6	Mail and Express	488	-	-	1	1	-	2	2	3	1	-	-	-	-	10	
24	818	Challenger	488	-	-	-	-	-	-	-	-	-	4	1	2	3	10	
25	28	Overland Limited	488	-	-	-	-	-	-	-	-	-	-	1	7	2	10	
26	88	Challenger	488	-	-	-	-	-	-	-	-	-	-	6	2	2	10	
27	12	Columbine	488	-	1	1	3	3	2	-	-	-	-	-	-	-	10	
28		TOTAL		-	1	6	10	7	14	15	5	4	11	9	11	7	100	

RECAPITULATION	
TOTAL TRAINS OVER 14 CARS	54 or 27%
TOTAL TRAINS 14 CARS OR UNDER	146 or 73%
TOTAL CARS	200 or 100%

5394

2000

Defendant's Exhibit No. 77 (Witness A.E. Callin)
Dec. 5, 1940



UNION PACIFIC RAILROAD COMPANY

— HEAVY LINE INDICATES TERRITORY
COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT.

Defendant's Exhibit No. 78 (Witness A.E. Callin)
Dec. 5, 1940

UNION PACIFIC RAILROAD COMPANY (*)

**FREIGHT OPERATING AND
FREIGHT TRANSPORTATION EXPENSES
RELATED TO TRAFFIC
CALENDAR YEARS 1922 TO 1939, INCLUSIVE**

YEAR	REVENUE TON MILES	FREIGHT OPERATING EXPENSES	FREIGHT TRANSPORTATION EXPENSES	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES	FREIGHT TRANSP. EXPENSES
(a)	(b)	(c)	(d)	(e)	(f)
1939	13,057,871,224	\$ 79,766,959	\$ 39,724,540	\$ 6.11	\$ 3.04
1938	11,713,952,906	71,441,544	35,810,901	6.10	3.05
1937	13,297,243,583	80,158,935	39,764,415	6.03	2.99
1936	12,522,299,230	75,594,748	35,872,420	6.04	2.86
1935	10,603,455,396	67,888,453	32,993,400	6.41	3.11
1934	9,648,888,171	62,801,202	29,375,843	6.51	3.04
1933	8,487,990,656	55,604,871	26,911,735	6.54	3.17
1932	8,151,357,814	55,893,282	27,966,489	6.86	3.43
1931	10,789,266,622	78,705,916	36,204,394	7.29	3.36
1930	13,116,330,490	93,607,322	42,410,131	7.14	3.23
1929	14,700,997,965	105,118,937	46,788,561	7.15	3.18
1928	14,573,228,989	104,945,647	46,034,325	7.20	3.16
1927	13,386,197,215	99,350,364	42,671,171	7.42	3.19
1926	13,441,676,552	100,655,236	43,110,507	7.49	3.21
1925	12,644,111,983	98,067,854	43,073,768	7.76	3.41
1924	11,962,613,612	101,654,713	44,759,505	8.50	3.74
1923	12,091,313,368	112,734,687	49,836,002	9.32	4.12
1922	10,694,094,361	104,065,774	47,315,487	9.73	4.42
TOTAL 1936- 1939	50,591,366,943	306,962,186	151,172,276	6.07	2.99
TOTAL 1922- 1925	47,392,133,324	416,523,028	184,984,762	8.79	3.90
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				30.9	23.3

SOURCE: Revenue ton-miles - Annual Reports to Interstate Commerce Com-

YEAR	REVENUE TON MILES	FREIGHT OPERATING EXPENSES	FREIGHT TRANSPORTATION EXPENSES	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES	FREIGHT TRANSP. EXPENSES
(a)	(b)	(c)	(d)	(e)	(f)
1939	13,057,872,224	\$ 79,766,959	\$ 39,724,540	\$ 6.11	\$ 3.04
1938	11,713,952,906	71,441,544	35,810,901	6.10	3.05
1937	13,297,243,583	80,158,935	39,764,415	6.03	2.99
1936	12,522,299,230	75,594,748	35,872,420	6.04	2.86
1935	10,603,455,396	67,888,453	32,993,400	6.41	3.11
1934	9,648,888,171	62,801,202	29,375,843	6.51	3.04
1933	8,487,990,656	55,604,871	26,911,735	6.54	3.17
1932	8,151,357,814	55,893,282	27,966,489	6.86	3.43
1931	10,789,266,622	78,705,916	36,204,394	7.29	3.36
1930	13,116,330,490	93,607,322	42,410,131	7.14	3.23
1929	14,700,997,965	105,118,937	46,788,561	7.15	3.18
1928	14,573,228,989	104,945,647	46,034,325	7.20	3.16
1927	13,386,197,215	99,350,364	42,671,171	7.42	3.19
1926	13,441,676,552	100,655,236	43,110,507	7.49	3.21
1925	12,644,111,983	98,067,854	43,073,768	7.76	3.41
1924	11,962,613,612	101,654,713	44,759,505	8.50	3.74
1923	12,091,313,368	112,734,687	49,836,002	9.32	4.12
1922	10,694,094,361	104,065,774	47,315,487	9.73	4.42
TOTAL 1936- 1939	50,591,366,943	306,962,186	151,172,276	6.07	2.99
TOTAL 1922- 1925	47,392,133,324	416,523,028	184,984,762	8.79	3.90
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				30.9	23.3

SOURCE: Revenue ton-miles - Annual Reports to Interstate Commerce Commission, excluding company material hauled by one Union Pacific line for another as revenue freight prior to January 1, 1934.

Freight operating and transportation expenses - Annual Reports to the I.C.C. with an addition to total freight expenses of a proportion of some joint facility expenses under Maintenance of Way & Structures and some locomotive repair, depreciation and retirement expenses under Maintenance of Equipment prior to Jan. 1, 1927, that were reported in Annual Reports to the I.C.C. as not apportioned to freight or passenger.

(*) Figures for all years include lines of affiliated companies, viz., Oregon Short Line RR. Co., Oregon-Washington Railroad & Navigation Co., Los Angeles & Salt Lake RR. Co., and St. Joseph and Grand Island Ry. Co., which were leased by Union Pacific Railroad Co., effective Jan. 1st, 1936.

Defendant's Exhibit No. 79 (Witness A.E. Callin)
Dec. 5, 1940

UNION PACIFIC RAILROAD COMPANY (See note)

FREIGHT SERVICE OPERATING AVERAGES

Calendar Years 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 and 1939

Item	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	Percent Increase 1939 over 1922
1. Miles of line operated in freight service	9,659	9,763	9,900	10,067	10,122	10,092	10,037	9,865	9,907	9,901	2.5
2. Freight train miles	21,648,423	21,063,065	21,078,057	22,892,906	20,962,431	15,891,618	18,740,089	22,372,693	20,104,344	22,290,163	3.0
3. Freight cars per freight train	38.1	45.0	50.6	52.3	52.2	50.2	50.5	49.1	51.4	50.5	32.5
4. Net tons per freight train	614	692	756	752	738	617	620	679	699	708	15.3
5. Average tractive power per locomotive, (lbs.)	39,161	43,070	45,284	47,754	50,309	50,686	52,665	53,487	54,601	54,768	39.1
6. Average capacity per freight carrying car (tons)	47.9	48.0	48.1	48.2	48.2	48.3	48.1	48.4	48.5	48.5	1.3
7. Freight train speed (m.p.h.)	13.5	14.1	14.7	15.3	16.7	18.4	20.2	20.4	21.1	21.6	60.0.
8. Gross ton-miles per freight train-hour	19,373	23,804	28,138	30,118	33,267	33,539	37,143	39,000	42,253	43,006	122.0
9. Net ton-miles per freight train-hour ..	8,309	9,752	11,124	11,534	12,327	11,378	12,556	13,769	14,687	15,210	83.1
10. Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel..	10,308	11,785	14,006	14,945	15,243	14,334	14,456	14,157	14,639	14,380	39.5

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission, except item 1 for years 1922 to 1934, incl. taken from Carriers records because of some mileage being operated and reported by more than one of the companies whose results are included herein.

Item 5 - Total tractive effort + total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars + total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles + train hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10 - Gross ton miles (Cars, contents and cabooses) + equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-A and as reported in years 1936, 1938 and 1939 on Forms OS-A and OS-E, respectively.

Notes: Figures for all years include lines or affiliated companies, viz., Oregon Short Line Railroad Co., Oregon-Washington Railroad & Navigation Co., Los Angeles & Salt Lake Railroad Co. and St. Joseph and Grand Island Ry. Co. which were leased by Union Pacific Railroad Co. effective Jan. 1, 1936. 5397

Defendant's Exhibit No. 30 (Witness A.; E. Callin)
Dec. 5, 1940

UNION PACIFIC RAILROAD COMPANY

Statement showing number of carloads of revenue freight carried during the year 1939 for certain selected commodities, total products of agriculture and total carload traffic; also, total cars and tons by general commodity groups for carload traffic and total tons of L. C. L. and of all traffic carried, as shown in Schedule 541 of the Annual Report to the Interstate Commerce Commission.

CLASS NO.	COMMODITY GROUP OR CLASS	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED CARLOADS
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	
		CARLOADS	CARLOADS	CARLOADS	CARLOADS	
(a)	(b)	(c)	(d)	(e)	(f)	(g)
110	Oranges & grapefruit	495	3,050	1,818	8,103	13,466
111	Lemons, limes and citrus fruits N.O.S.	83	806	257	1,197	2,343
120	Apples, fresh	2,270	7,173	496	626	10,565
121	Bananas	537	208	687	97	1,529
122	Berries, fresh	-	71	103	16	190
123	Cantaloupes & melons NOS	71	154	234	1,895	2,354
124	Grapes, fresh	7	71	708	13,557	14,343
125	Peaches, fresh	97	109	420	1,784	2,410
126	Watermelons	9	1	298	223	531
127	Fruits, fresh domestic, N.O.S.	591	3,302	489	9,203	13,585
128	Fruits, fresh tropical, N.O.S.	-	-	10	-	10
130	Potatoes other than sweet	5,614	37,011	1,421	2,817	46,866
140	Cabbage	75	220	161	147	603
141	Onions	716	2,864	120	480	4,180
142	Tomatoes	37	29	476	1,313	1,855
143	Vegetables, fresh, N.O.S.	273	2,922	2,348	37,302	42,845
	TOTAL	10,875	57,991	10,049	78,760	157,675
	Total Products of Agriculture	115,583	86,283	20,117	85,297	307,280
	Grand Total Carload Traffic	316,994	203,596	191,862	197,942	910,394

TOTALS BY GENERAL COMMODITY GROUPS:

load traffic and total tons of L. C. L. and of all traffic carried, as shown in Schedule 541 of the Annual Report to the Interstate Commerce Commission.

CLASS NO.	COMMODITY GROUP OR CLASS	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	
		CARLOADS	CARLOADS	CARLOADS	CARLOADS	
(a)	(b)	(c)	(d)	(e)	(f)	(g)
110	Oranges & grapefruit	495	3,050	1,818	8,103	13,466
111	Lemons, limes and citrus fruits N.O.S.	83	806	257	1,197	2,343
120	Apples, fresh	2,270	7,173	495	626	10,565
121	Bananas	537	208	687	97	1,529
122	Berries, fresh	-	71	103	16	190
123	Cantaloupes & melons NOS	71	154	234	1,895	2,354
124	Grapes, fresh	7	71	708	13,557	14,343
125	Peaches, fresh	97	109	420	1,784	2,410
126	Watermelons	9	1	298	223	531
127	Fruits, fresh domestic, N.O.S.	591	3,302	469	9,203	13,565
128	Fruits, fresh tropical, N.O.S.	-	-	10	-	10
130	Potatoes other than sweet	5,614	37,011	1,424	2,817	46,866
140	Cabbage	75	220	161	147	603
141	Onions	716	2,864	120	460	4,180
142	Tomatoes	37	29	476	1,313	1,855
143	Vegetables, fresh, N.O.S.	273	2,922	2,348	37,302	42,845
TOTAL		10,875	57,991	10,049	78,760	137,675
Total Products of Agriculture		115,583	86,283	20,117	85,297	307,280
Grand Total Carload Traffic		312,994	203,596	191,862	197,942	910,394

TOTALS BY GENERAL COMMODITY GROUPS:

		CARS	TONS
Group I,	Products of Agriculture (C.L.)	307,280	8,170,915
Group II,	Animals and Products (C.L.)	94,899	1,183,626
Group III,	Products of Mines (C.L.)	145,999	6,845,396
Group IV,	Products of Forests (C.L.)	99,473	3,061,316
Group V,	Manufactures and Miscellaneous (C.L.)	262,743	7,025,437
GRAND TOTAL, CARLOAD TRAFFIC		910,394	26,066,690
Group VI, L. C. L. Freight			367,045
GRAND TOTAL TONS, CARLOAD AND L.C.L. TRAFFIC			26,453,735

5398

EXPLANATION OF SYMBOLS USED BELOW
UNDER HEADING "AVERAGE CONSIST"

A - Perishable loads.
B - Other loads.
C - Empty cars and includes caboose.
D - Total all cars.

Defendant's Exhibit No. 81 (Witness Randall)
Dec. 6, 1940

ERIE RAILROAD COMPANY
R. E. Woodruff and John A. Hadden, Trustees

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED
BETWEEN CERTAIN TERMINALS, AUGUST 1ST - 10TH, INCLUSIVE, 1939

LINE NO. (a)	FROM (b)	TO (c)	DISTANCE (Miles) (d)	RULING GRADE (e)	70 CARS OR LESS						71 CARS TO 100 CARS						101 CARS TO 125 CARS							
					NO. OF TRAINS (f)	TYPE OF LOCOMOTIVE (g)	AVERAGE CONSIST				NO. OF TRAINS (m)	TYPE OF LOCOMOTIVE (n)	AVERAGE CONSIST				NO. OF TRAINS (t)	TYPE OF LOCOMOTIVE (u)	AVERAGE CONSIST					
							A (h)	B (i)	C (j)	D (k)			TONS (l)	A (o)	B (p)	C (q)			D (r)	TONS (s)	A (v)	B (w)	C (x)	D (y)
1	Port Jervis, N.Y.	Croxtton, N.J.	91	.20	14	Berkshire	11	44	4	59	2,644	18	Berkshire	27	54	4	85	3,875	23	Berkshire	31	77	4	110
2	Port Jervis, N.Y.	Croxtton, N.J.	91	.20	9	Mikado	-	27	20	47	1,616	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Port Jervis, N.Y.	Croxtton, N.J.	91	.20	6	Pacific	4	29	4	37	1,442	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Port Jervis, N.Y.	Maybrook, N.Y.	33	.20	9	Berkshire	19	33	2	54	2,433	9	Berkshire	23	54	4	81	3,576	-	-	-	-	-	-
5	Croxtton, N.J.	Port Jervis, N.Y.	91	.95	19	Berkshire	2	52	10	64	2,308	27	Berkshire	1	28	58	87	2,577	14	Berkshire	-	9	102	111
6	Croxtton, N.J.	Port Jervis, N.Y.	91	.95	7	Mikado	-	15	26	41	1,209	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Croxtton, N.J.	Port Jervis, N.Y.	91	.95	6	Pacific	8	16	2	26	874	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Maybrook, N.Y.	Port Jervis, N.Y.	33	.60	2	Berkshire	-	3	58	61	1,530	12	Berkshire	-	49	34	83	2,415	2	Berkshire	-	-	112	110
9	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	3	Berkshire	20	31	2	53	2,380	29	Berkshire	34	50	4	88	3,972	22	Berkshire	37	72	6	110
10	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	12	Pacific	3	24	4	31	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	1	Berkshire	-	56	1	57	1,923	35	Berkshire	1	54	35	90	2,868	22	Berkshire	-	15	101	110
12	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	9	Pacific	5	14	5	24	765	-	-	-	-	-	-	-	-	-	-	-	-	-
13	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Berkshire	9	49	2	60	2,516	27	Berkshire	30	52	8	90	3,865	32	Berkshire	27	69	14	110
14	Hornell, N.Y.	Susquehanna, Pa.	139	.20	7	Mikado	-	19	6	25	1,099	-	-	-	-	-	-	-	1	Mikado	3	96	8	107
15	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Pacific	4	29	5	38	1,536	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Susquehanna, Pa.	Hornell, N.Y.	139	.25	2	Berkshire	-	36	23	59	1,938	22	Berkshire	9	49	32	90	2,999	29	Berkshire	3	50	60	110
17	Susquehanna, Pa.	Hornell, N.Y.	139	.25	6	Mikado	1	28	34	63	2,100	1	Mikado	3	30	60	93	3,223	-	-	-	-	-	-
18	Susquehanna, Pa.	Hornell, N.Y.	139	.25	7	Pacific	7	21	5	33	1,117	-	-	-	-	-	-	-	-	-	-	-	-	-
19	Buffalo, N.Y.	Hornell, N.Y.	90	.70	34	Mikado	13	39	6	58	2,440	-	-	-	-	-	-	-	9	Mikado	12	78	25	110
20	Buffalo, N.Y.	Hornell, N.Y.	90	.70	2	Consolid'n	-	27	2	29	1,429	-	-	-	-	-	-	-	-	-	-	-	-	-
21	Buffalo, N.Y.	Hornell, N.Y.	90	.70	10	Pacific	1	24	2	27	1,203	-	-	-	-	-	-	-	-	-	-	-	-	-
22	Hornell, N.Y.	Buffalo, N.Y.	90	.55	26	Mikado	1	35	22	58	1,987	10	Mikado	1	37	44	82	2,888	2	Mikado	-	8	103	110
23	Hornell, N.Y.	Buffalo, N.Y.	90	.55	2	Consolid'n	-	6	28	34	962	-	-	-	-	-	-	-	-	-	-	-	-	-
24	Hornell, N.Y.	Buffalo, N.Y.	90	.55	11	Pacific	5	14	19	38	1,197	-	-	-	-	-	-	-	-	-	-	-	-	-
25	Meadville, Pa.	Salamanca, N.Y.	106	.55	3	Berkshire	18	41	8	67	2,920	33	Berkshire	40	47	4	91	4,076	12	Berkshire	29	69	9	107
26	Meadville, Pa.	Salamanca, N.Y.	106	.55	8	Mikado	4	22	16	42	1,457	-	-	-	-	-	-	-	1	Mikado	54	65	3	120
27	Salamanca, N.Y.	Meadville, Pa.	102	.50	2	Berkshire	-	49	14	63	2,084	21	Berkshire	1	53	36	90	2,957	20	Berkshire	-	36	73	100
28	Salamanca, N.Y.	Meadville, Pa.	102	.50	9	Mikado	-	12	11	23	984	1	Mikado	-	-	93	93	2,487	-	-	-	-	-	-
29	Meadville, Pa.	Waterboro, N.Y.	83	.20	2	Berkshire	4	47	6	57	2,437	8	Berkshire	5	73	8	86	4,131	-	-	-	-	-	-
30	Waterboro, N.Y.	Meadville, Pa.	83	.50	5	Berkshire	-	34	21	55	2,046	3	Berkshire	-	51	28	79	2,867	-	-	-	-	-	-
31	Kent, Ohio	Meadville, Pa.	89	1.00	41	Berkshire	33	28	3	64	2,819	18	Berkshire	26	48	4	78	3,200	2	Berkshire	14	89	4	107
32	Kent, Ohio	Meadville, Pa.	89	1.00	9	Mikado	-	22	16	38	1,574	-	-	-	-	-	-	-	-	-	-	-	-	-
33	Port Jervis, N.Y.	Port Jervis, N.Y.	0	-	0	Berkshire	1	13	15	30	2,058	37	Berkshire	-	35	48	83	2,678	8	Berkshire	1	37	70	100

1	Port Jervis, N.Y.	Croxtton, N.J.	91	.20	14	Berkshire	11	44	4	59	2,644	18	Berkshire	27	54	4	85	3,875	23	Berkshire	31
2	Port Jervis, N.Y.	Croxtton, N.J.	91	.20	9	Mikado	-	27	20	47	1,616	-	-	-	-	-	-	-	-	-	-
3	Port Jervis, N.Y.	Croxtton, N.J.	91	.20	6	Pacific	4	29	4	37	1,442	-	-	-	-	-	-	-	-	-	-
4	Port Jervis, N.Y.	Maybrook, N.Y.	33	.20	9	Berkshire	19	33	2	54	2,433	9	Berkshire	23	54	4	81	3,576	-	-	-
5	Croxtton, N.J.	Port Jervis, N.Y.	91	.95	19	Berkshire	2	52	10	64	2,308	27	Berkshire	1	28	58	87	2,577	14	Berkshire	-
6	Croxtton, N.J.	Port Jervis, N.Y.	91	.95	7	Mikado	-	15	26	41	1,209	-	-	-	-	-	-	-	-	-	-
7	Croxtton, N.J.	Port Jervis, N.Y.	91	.95	6	Pacific	8	16	2	26	874	-	-	-	-	-	-	-	-	-	-
8	Maybrook, N.Y.	Port Jervis, N.Y.	33	.60	2	Berkshire	-	3	58	61	1,530	12	Berkshire	-	49	34	83	2,415	2	Berkshire	-
9	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	3	Berkshire	20	31	2	53	2,380	29	Berkshire	34	50	4	88	3,972	22	Berkshire	37
10	Susquehanna, Pa.	Port Jervis, N.Y.	105	1.35	12	Pacific	3	24	4	31	1,213	-	-	-	-	-	-	-	-	-	-
11	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	1	Berkshire	-	56	1	57	1,923	35	Berkshire	1	54	35	90	2,868	22	Berkshire	-
12	Port Jervis, N.Y.	Susquehanna, Pa.	105	1.30	9	Pacific	5	14	5	24	765	-	-	-	-	-	-	-	-	-	-
13	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Berkshire	9	49	2	60	2,516	27	Berkshire	30	52	8	90	3,865	32	Berkshire	27
14	Hornell, N.Y.	Susquehanna, Pa.	139	.20	7	Mikado	-	19	6	25	1,099	-	-	-	-	-	-	-	1	Mikado	3
15	Hornell, N.Y.	Susquehanna, Pa.	139	.20	9	Pacific	4	29	5	38	1,536	-	-	-	-	-	-	-	-	-	-
16	Susquehanna, Pa.	Hornell, N.Y.	139	.25	2	Berkshire	-	36	23	59	1,938	32	Berkshire	9	49	32	90	2,999	29	Berkshire	3
17	Susquehanna, Pa.	Hornell, N.Y.	139	.25	6	Mikado	1	28	34	63	2,100	1	Mikado	3	30	60	93	3,223	-	-	-
18	Susquehanna, Pa.	Hornell, N.Y.	139	.25	7	Pacific	7	21	5	33	1,117	-	-	-	-	-	-	-	-	-	-
19	Buffalo, N.Y.	Hornell, N.Y.	90	.70	34	Mikado	13	39	6	58	2,440	-	-	-	-	-	-	-	9	Mikado	12
20	Buffalo, N.Y.	Hornell, N.Y.	90	.70	2	Consolid'n	-	27	2	29	1,429	-	-	-	-	-	-	-	-	-	-
21	Buffalo, N.Y.	Hornell, N.Y.	90	.70	10	Pacific	1	24	2	27	1,203	-	-	-	-	-	-	-	-	-	-
22	Hornell, N.Y.	Buffalo, N.Y.	90	.55	26	Mikado	1	35	22	58	1,987	10	Mikado	1	37	44	82	2,888	2	Mikado	-
23	Hornell, N.Y.	Buffalo, N.Y.	90	.55	2	Consolid'n	-	6	28	34	962	-	-	-	-	-	-	-	-	-	-
24	Hornell, N.Y.	Buffalo, N.Y.	90	.55	11	Pacific	5	14	19	38	1,197	-	-	-	-	-	-	-	-	-	-
25	Meadville, Pa.	Salamanca, N.Y.	106	.55	3	Berkshire	18	41	8	67	2,920	33	Berkshire	40	47	4	91	4,076	12	Berkshire	29
26	Meadville, Pa.	Salamanca, N.Y.	106	.55	8	Mikado	4	22	16	42	1,457	-	-	-	-	-	-	-	1	Mikado	54
27	Salamanca, N.Y.	Meadville, Pa.	102	.50	2	Berkshire	-	49	14	63	2,084	21	Berkshire	1	53	36	90	2,957	20	Berkshire	-
28	Salamanca, N.Y.	Meadville, Pa.	102	.50	9	Mikado	-	12	11	23	984	1	Mikado	-	-	93	93	2,487	-	-	-
29	Meadville, Pa.	Waterboro, N.Y.	83	.20	2	Berkshire	4	47	6	57	2,437	8	Berkshire	5	73	8	86	4,131	-	-	-
30	Waterboro, N.Y.	Meadville, Pa.	83	.50	5	Berkshire	-	34	21	55	2,046	3	Berkshire	-	51	28	79	2,867	-	-	-
31	Kent, Ohio	Meadville, Pa.	89	1.00	41	Berkshire	33	28	3	64	2,819	18	Berkshire	26	48	4	78	3,200	2	Berkshire	14
32	Kent, Ohio	Meadville, Pa.	89	1.00	9	Mikado	-	22	16	38	1,574	-	-	-	-	-	-	-	-	-	-
33	Meadville, Pa.	Kent, Ohio	89	1.00	8	Berkshire	1	43	15	59	2,058	37	Berkshire	-	35	48	83	2,678	8	Berkshire	1
34	Meadville, Pa.	Kent, Ohio	89	1.00	9	Mikado	-	10	8	18	696	1	Mikado	-	4	77	81	2,306	-	-	-
35	Marion, Ohio	Kent, Ohio	114	.96	77	Berkshire	23	29	9	61	2,646	15	Berkshire	5	37	34	76	2,656	-	-	-
36	Kent, Ohio	Marion, Ohio	114	1.10	39	Berkshire	-	35	24	59	2,180	49	Berkshire	-	35	44	79	2,577	2	Berkshire	1
37	Kent, Ohio	Marion, Ohio	114	1.10	1	Mikado	-	41	3	44	2,242	-	-	-	-	-	-	-	-	-	-
38	Kent, Ohio	Creston, Ohio	35	1.10	10	Berkshire	-	23	12	35	1,634	-	-	-	-	-	-	-	-	-	-
39	Huntington, Ind.	Marion, Ohio	126	.30	4	Mikado	6	12	28	46	1,606	27	Mikado	36	41	10	87	3,808	14	Mikado	56
40	Huntington, Ind.	Marion, Ohio	126	.30	2	Pacific	12	12	27	51	1,648	1	Pacific	25	15	36	76	2,669	-	-	-
41	Marion, Ohio	Huntington, Ind.	126	.20	5	Mikado	-	19	39	58	2,288	20	Mikado	-	65	20	85	3,414	11	Mikado	-
42	Marion, Ohio	Huntington, Ind.	126	.20	3	Pacific	-	14	25	39	1,654	2	Pacific	-	10	67	77	2,422	-	-	-
43	Hammond, Ind.	Huntington, Ind.	122	.30	11	Mikado	22	24	8	54	2,364	23	Mikado	37	42	12	91	3,720	12	Mikado	44
44	Hammond, Ind.	Huntington, Ind.	122	.30	2	Consolid'n	1	13	14	28	1,017	-	-	-	-	-	-	-	-	-	-
45	Hammond, Ind.	Huntington, Ind.	122	.30	1	Pacific	7	15	8	30	1,238	-	-	-	-	-	-	-	-	-	-
46	Huntington, Ind.	Hammond, Ind.	122	.20	14	Mikado	-	45	7	52	2,082	15	Mikado	1	52	35	88	3,288	6	Mikado	-
47	Huntington, Ind.	Hammond, Ind.	122	.20	3	Consolid'r	1	19	5	25	1,136	-	-	-	-	-	-	-	-	-	-
48	Huntington, Ind.	Hammond, Ind.	122	.20	2	Pacific	-	14	10	24	1,153	-	-	-	-	-	-	-	-	-	-
49	TOTAL ALL TRAINS					1,314	492					474					244				
50	PER CENT OF ALL TRAINS					100	37.4					36.1					18.6				
51	AVERAGE CARS PER TRAIN					81	51					86					111				

85	3,875	23	Berkshire.	31	77	4	112	6,064	5	Berkshire	52	79	6	137	7,258	146
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46
81	3,576	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95
87	2,577	14	Berkshire	-	9	102	111	2,820	1	Berkshire	1	8	121	130	3,043	130
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35
83	2,415	2	Berkshire	-	-	112	112	2,748	4	Berkshire	-	1	133	134	3,385	137
88	3,972	22	Berkshire	37	72	6	115	5,017	5	Berkshire	25	102	6	133	5,808	141
90	2,868	22	Berkshire	-	15	101	116	3,188	4	Berkshire	-	7	121	128	3,557	130
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35
90	3,865	32	Berkshire	27	69	14	110	4,820	12	Berkshire	17	88	30	135	5,822	145
-	-	1	Mikado	3	96	8	107	4,393	-	-	-	-	-	-	-	107
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55
90	2,999	29	Berkshire	3	50	60	113	3,607	20	Berkshire	-	27	104	131	4,045	148
93	3,223	-	-	-	-	-	-	-	1	Mikado	-	49	82	131	4,869	131
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55
-	-	9	Mikado	12	78	25	115	4,838	-	-	-	-	-	-	-	121
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31
82	2,888	2	Mikado	-	8	103	111	2,948	2	Mikado	-	47	82	129	4,856	130
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54
91	4,076	12	Berkshire	29	69	9	107	4,460	3	Berkshire	16	105	7	128	5,558	133
-	-	1	Mikado	54	65	3	122	5,413	-	-	-	-	-	-	-	122
90	2,957	20	Berkshire	-	36	73	109	3,367	8	Berkshire	-	13	117	130	3,998	138
93	2,487	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93
86	4,131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91
79	2,867	-	-	-	-	-	-	-	1	Berkshire	1	51	81	133	4,419	133
78	3,200	2	Berkshire	14	89	4	107	4,310	-	-	-	-	-	-	-	109
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55
83	2,678	8	Berkshire	1	37	70	108	3,347	1	Berkshire	-	19	107	126	3,818	126
81	2,306	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81
76	2,656	-	-	-	-	-	-	-	1	Berkshire	27	100	2	129	5,403	129
79	2,577	2	Berkshire	1	59	46	106	3,658	-	-	-	-	-	-	-	110
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51
87	3,808	14	Mikado	56	36	11	103	4,363	5	Mikado	7	17	129	153	4,047	161
76	2,669	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76
85	3,414	11	Mikado	-	60	50	110	4,479	14	Mikado	-	25	108	133	4,693	141
77	2,422	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84
91	3,720	12	Mikado	44	37	24	105	4,377	5	Mikado	2	11	132	145	3,526	153
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30
88	3,288	6	Mikado	-	52	64	116	5,261	12	Mikado	-	27	108	135	4,738	148
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28
										104						
										7.9						
										134						
244																
18.6																
111																

Defendant's Exhibit No. 82 (Witness R.C. Randall)
Dec. 6, 1940

ERIE RAILROAD COMPANY

Robert E. Woodruff and John A. Hadden, Trustees

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAINS DURING PERIOD AUG. 1ST TO 10TH, 1939, INC.

LINE NO. (a)	TRAIN NO. (b)	TRAIN NAME AND ROUTE (c)	MILES (d)	MAXIMUM CARS IN TRAINS													17 & OVER (r)	TOTAL (s)
				4 (e)	5 (f)	6 (g)	7 (h)	8 (i)	9 (j)	10 (k)	11 (l)	12 (m)	13 (n)	14 (o)	15 (p)	16 (q)		
		WEST																
1	1	The Erie Limited - Jersey City to Chicago	998	-	-	-	1	4	4	1	-	-	-	-	-	-	-	10
2	5	The Lake Cities - Jersey City to Cleveland	637	-	-	-	-	-	3	5	1	1	-	-	-	-	-	10
3	7	Pacific Express - Jersey City to Chicago	998	-	-	-	-	-	1	-	-	1	1	3	3	1	-	10
4	15	The Midlander - Salamanca to Chicago	585	5	5	-	-	-	-	-	-	-	-	-	-	-	-	10
		EAST																
5	2	The Erie Limited - Chicago to Jersey City	998	-	-	-	-	1	4	3	2	-	-	-	-	-	-	10
6	6	The Lake Cities - Cleveland to Jersey City	637	-	-	-	-	-	3	3	3	-	1	-	-	-	-	10
7	8	The Atlantic Express - Chicago to Jersey C.	998	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10
8	16	The Midlander - Chicago to Salamanca	585	4	6	-	-	-	-	-	-	-	-	-	-	-	-	10
TOTAL				9	11	-	1	5	15	12	6	2	2	3	3	1	10	80
PER CENT OF TOTAL				11.25	13.75	-	1.25	6.25	18.75	15.00	7.50	2.50	2.50	3.75	3.75	1.25	12.50	100%

Total trains over 14 cars

14 or 17.50%

Total trains with 14 cars or under

66 or 82.50%

TOTAL TRAINS

80 or 100.00%

THE PENNSYLVANIA RAILROAD

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED
BETWEEN CERTAIN TERMINALS, JULY 10TH - 19TH, INCLUSIVE, 1939

LINE NO. (a)	FROM (b)	TO (c)	DIS- TANCE (Miles) (d)	HULLING GRADE (e)	70 CARS OR LESS							71 CARS TO 100 CARS							101 CARS	
					NO. OF TRAINS (f)	TYPE OF LOCOMOTIVE (g)	AVERAGE CONSIST					NO. OF TRAINS (m)	TYPE OF LOCOMOTIVE (n)	AVERAGE CONSIST					NO. OF TRAINS (t)	TYPE OF LOCOMOTIVE (u)
							A (h)	B (i)	C (j)	D (k)	TONS (l)			A (o)	B (p)	C (q)	D (r)	TONS (s)		
1 2	Altoona, Pa. Enola, Pa.	Enola, Pa. Altoona, Pa.	125 125	0.2 0.5	28 18	Mountain Mountain	23 10	36 39	4 11	63 60	2,489 2,135	61 80	Mountain Mountain	22 7	54 43	10 38	86 88	3,466 3,094	58 58	Mountain Mountain
3 4	Altoona, Pa. Harrisburg, Pa.	Harrisburg, Pa. Altoona, Pa.	127 127	0.2 0.5	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2 4	Mountain Mountain
5 6	Chicago, Ill. Ft. Wayne, Ind.	Ft. Wayne, Ind. Chicago, Ill.	144 144	0.6 0.5	18 7	Mountain Mountain	12 -	38 27	11 32	61 59	2,605 2,307	17 17	Mountain Mountain	20 1	55 50	16 41	91 92	3,583 3,497	5 21	Mountain Mountain
7 8 9	Ft. Wayne, Ind. Ft. Wayne, Ind. Crestline, Ohio	Crestline, Ohio Crestline, Ohio Ft. Wayne, Ind.	129 129 129	0.6 0.6 0.4	9 2 5	Mountain Pacific Mountain	10 2 -	34 38 35	12 16 17	56 56 52	2,443 2,768 2,707	39 - 9	Mountain - Mountain	13 - -	55 - 52	18 - 34	86 - 86	3,480 - 3,799	5 - 31	Mountain - Mountain
10 11	Legansport, Ind. Ft. Wayne, Ind.	Ft. Wayne, Ind. Legansport, Ind.	81 81	1.0 0.7	5 9	Santa Fe Santa Fe	1 1	52 13	7 18	60 32	2,899 998	4 -	Santa Fe -	3 -	55 -	25 -	81 -	3,437 -	- -	- -
12 13 14 15	Pitcairn, Pa. Pitcairn, Pa. Columbus, Ohio Columbus, Ohio	Columbus, Ohio Columbus, Ohio Pitcairn, Pa. Pitcairn, Pa.	205 205 205 205	1.0 1.0 1.0 1.0	17 2 35 -	Mountain Decapod Mountain -	- - 30 -	39 44 26 -	21 1 7 -	60 45 63 -	2,558 4,169 2,712 -	39 - 51 -	Mountain - Mountain -	1 - 37 -	38 - 32 -	45 - 10 -	84 - 79 -	3,022 - 3,212 -	23 - 3 1	Mountain - Mountain Decapod
16 17 18 19	Dennison, Ohio Columbus, Ohio Dennison, Ohio Pitcairn, Pa.	Columbus, Ohio Dennison, Ohio Pitcairn, Pa. Dennison, Ohio	98 98 110 107	1.0 1.0 1.0 1.0	4 2 - -	Decapod Decapod - -	- - - -	50 24 - -	16 38 - -	66 62 - -	2,838 2,045 - -	5 4 4 2	Decapod Decapod Decapod Decapod	- - 1 -	59 41 54 13	22 46 39 74	81 87 94 87	3,293 3,127 3,513 2,696	- 3 4 -	- Decapod Decapod -
20 21 22	Weirton, W. Va. Weirton, W. Va. Columbus, Ohio	Columbus, Ohio Columbus, Ohio Weirton, W. Va.	150 150 150	1.0 1.0 1.0	1 3 1	Decapod Mountain Decapod	- - 2	45 44 32	1 14 26	46 58 60	4,316 3,903 3,388	- 7 -	- Mountain -	- 1 -	- 48 -	- 26 -	- 75 -	- 3,722 -	- 1 1	- Mountain Decapod
23 24	Pitcairn, Pa. Washington, Pa.	Washington, Pa. Pitcairn, Pa.	44 44	0.8 0.9	7 5	Decapod Decapod	- -	37 40	17 19	54 59	2,742 2,837	2 4	Decapod Decapod	- -	52 49	32 23	84 72	5,405 3,572	- -	- -
25 26	Dennison, Ohio Zanesville, Ohio	Zanesville, Ohio Circleville, Ohio	62 65	0.6 1.0	5 8	Consolid'n Consolid'n	- -	26 13	33 22	59 35	2,130 1,276	4 -	Consolid'n -	- -	7 -	62 -	85 -	2,679 -	- -	- -
27 28	Circleville, Ohio Zanesville, Ohio	Zanesville, Ohio Dennison, Ohio	65 62	1.0 0.7	9 8	Consolid'n Consolid'n	- -	29 30	15 14	44 52	2,072 2,211	- 1	- Consolid'n	- -	- 19	- 22	- 71	- 3,040	- -	- -
29 30	Benwood, W. Va. Mingo Jet., Ohio	Mingo Jet., Ohio Pitcairn, Pa.	24 58	0.9 1.0	7 3	Mikado Decapod	- -	49 33	14 16	63 49	2,599 2,098	2 2	Mikado Decapod	- 1	62 74	11 7	73 82	3,058 3,419	- 5	- Decapod
31 32	Pitcairn, Pa. Weirton, W. Va.	Weirton, W. Va. Benwood, W. Va.	53 27	1.0 0.4	6 6	Decapod Decapod	3 -	43 33	12 22	58 55	2,687 2,092	4 2	Decapod Decapod	- -	53 50	32 33	86 83	3,665 3,340	- 1	- Decapod

UNDLED
ENCLUSIVE, 1939

	101 CARS TO 125 CARS								126 CARS AND OVER						MAXIMUM CARS PER TRAIN
ST.	NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					
			A	B	C	D	TONS			A	B	C	D	TONS	
(a)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)	(dd)	(ee)	(ff)	(gg)	(hh)
3,466	58	Mountain	9	95	11	115	6,409	23	Mountain	3	117	6	126	8,522	126
3,094	58	Mountain	1	21	93	115	2,973	36	Mountain	-	1	125	126	2,725	126
-	2	Mountain	-	100	23	123	7,483	6	Mountain	-	114	12	126	8,537	126
-	4	Mountain	-	1	120	121	2,781	2	Mountain	-	-	126	126	2,626	126
3,583	5	Mountain	11	90	22	123	5,054	-	-	-	-	-	-	-	125
3,497	21	Mountain	2	58	52	112	3,982	3	Mountain	-	32	95	127	4,088	129
3,480	5	Mountain	13	38	60	111	3,480	-	-	-	-	-	-	-	125
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58
3,759	31	Mountain	2	58	53	113	4,848	3	Mountain	2	68	58	128	4,381	129
3,437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49
3,022	23	Mountain	1	27	80	109	3,310	-	-	-	-	-	-	-	123
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45
3,212	3	Mountain	45	46	12	103	3,970	-	-	-	-	-	-	-	104
-	1	Decapod	-	-	114	114	2,571	-	-	-	-	-	-	-	114
3,293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89
3,127	3	Decapod	1	47	60	108	3,780	-	-	-	-	-	-	-	114
3,513	4	Decapod	-	63	43	106	3,952	-	-	-	-	-	-	-	115
2,696	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46
3,722	1	Mountain	-	34	71	105	3,206	-	-	-	-	-	-	-	105
-	1	Decapod	-	-	117	117	3,425	-	-	-	-	-	-	-	117
5,405	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88
3,572	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73
2,679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51
3,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71
3,058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75
3,419	5	Decapod	-	98	7	105	4,682	-	-	-	-	-	-	-	114
3,665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96
3,340	1	Decapod	-	50	60	110	3,792	-	-	-	-	-	-	-	110
			226					73							
			25.6					8.3							
			113					126							

**TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED
BETWEEN CERTAIN TERMINALS, JULY 10TH - 19TH, INCLUSIVE, 1939**

LINE NO. (a)	FROM (b)	TO (c)	DIS- TANCE (Miles) (d)	RULING GRADE (e)	TO CARS OR LESS						NO. OF TRAINS (m)	71 CARS TO 100 CARS						NO. OF TRAINS (t)	101 CARS OR MORE TYPE OF LOCOMOTIVE (u)	
					NO. OF TRAINS (f)	TYPE OF LOCOMOTIVE (g)	AVERAGE CONSIST					TYPE OF LOCOMOTIVE (n)	AVERAGE CONSIST							
							A (h)	B (i)	C (j)	D (k)			TONS (l)	A (o)	B (p)	C (q)	D (r)			TONS (s)
1	Altoona, Pa.	Enola, Pa.	125	0.2	28	Mountain	23	36	4	63	2,489	61	Mountain	22	54	10	86	3,466	58	Mountain
2	Enola, Pa.	Altoona, Pa.	125	0.5	18	Mountain	10	39	11	60	2,135	80	Mountain	7	43	38	88	3,094	58	Mountain
3	Altoona, Pa.	Harrisburg, Pa.	127	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	Mountain
4	Harrisburg, Pa.	Altoona, Pa.	127	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	Mountain
5	Chicago, Ill.	Ft. Wayne, Ind.	144	0.6	18	Mountain	12	38	11	61	2,605	17	Mountain	20	55	16	91	3,583	5	Mountain
6	Ft. Wayne, Ind.	Chicago, Ill.	144	0.5	7	Mountain	-	27	32	59	2,307	17	Mountain	1	50	41	92	3,497	21	Mountain
7	Ft. Wayne, Ind.	Crestline, Ohio	129	0.6	9	Mountain	10	34	12	56	2,443	33	Mountain	13	55	18	86	3,480	5	Mountain
8	Ft. Wayne, Ind.	Crestline, Ohio	129	0.6	2	Pacific	2	38	16	56	2,768	-	-	-	-	-	-	-	-	-
9	Crestline, Ohio	Ft. Wayne, Ind.	129	0.4	5	Mountain	-	35	17	52	2,707	9	Mountain	-	52	34	86	3,759	31	Mountain
10	Legansport, Ind.	Ft. Wayne, Ind.	81	1.0	5	Santa Fe	1	52	7	60	2,899	4	Santa Fe	1	55	25	81	3,437	-	-
11	Ft. Wayne, Ind.	Legansport, Ind.	81	0.7	9	Santa Fe	1	13	18	32	998	-	-	-	-	-	-	-	-	-
12	Pitcairn, Pa.	Columbus, Ohio	205	1.0	17	Mountain	-	39	21	60	2,558	39	Mountain	1	38	45	84	3,022	23	Mountain
13	Pitcairn, Pa.	Columbus, Ohio	205	1.0	2	Decapod	-	44	1	45	4,169	-	-	-	-	-	-	-	-	-
14	Columbus, Ohio	Pitcairn, Pa.	205	1.0	35	Mountain	30	26	7	63	2,712	51	Mountain	37	32	10	79	3,212	3	Mountain
15	Columbus, Ohio	Pitcairn, Pa.	205	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	Decapod
16	Dennison, Ohio	Columbus, Ohio	98	1.0	4	Decapod	-	50	16	66	2,838	5	Decapod	-	59	22	81	3,293	-	-
17	Columbus, Ohio	Dennison, Ohio	98	1.0	2	Decapod	-	24	38	62	2,045	4	Decapod	-	41	46	87	3,127	3	Decapod
18	Dennison, Ohio	Pitcairn, Pa.	110	1.0	-	-	-	-	-	-	-	4	Decapod	1	54	39	94	3,513	4	Decapod
19	Pitcairn, Pa.	Dennison, Ohio	107	1.0	-	-	-	-	-	-	-	2	Decapod	-	13	74	87	2,696	-	-
20	Weirton, W. Va.	Columbus, Ohio	150	1.0	1	Decapod	-	45	1	46	4,316	-	-	-	-	-	-	-	-	-
21	Weirton, W. Va.	Columbus, Ohio	150	1.0	3	Mountain	-	44	14	58	3,903	7	Mountain	1	48	26	75	3,722	1	Mountain
22	Columbus, Ohio	Weirton, W. Va.	150	1.0	1	Decapod	2	32	26	60	3,388	-	-	-	-	-	-	-	1	Decapod
23	Pitcairn, Pa.	Washington, Pa.	44	0.8	7	Decapod	-	37	17	54	2,742	2	Decapod	-	52	32	84	5,405	-	-
24	Washington, Pa.	Pitcairn, Pa.	44	0.9	5	Decapod	-	40	19	59	2,837	4	Decapod	-	49	23	72	3,572	-	-
25	Dennison, Ohio	Zanesville, Ohio	62	0.6	5	Consolid'n	-	26	33	59	2,130	4	Consolid'n	-	23	62	85	2,679	-	-
26	Zanesville, Ohio	Circleville, Ohio	65	1.0	8	Consolid'n	-	13	22	35	1,276	-	-	-	-	-	-	-	-	-
27	Circleville, Ohio	Zanesville, Ohio	65	1.0	9	Consolid'n	-	29	15	44	2,072	-	-	-	-	-	-	-	-	-
28	Zanesville, Ohio	Dennison, Ohio	62	0.7	8	Consolid'n	-	38	14	52	2,211	1	Consolid'n	-	49	22	71	3,040	-	-
29	Benwood, W. Va.	Mingo Jet., Ohio	24	0.9	7	Mikado	-	49	14	63	2,599	2	Mikado	-	62	11	73	3,058	-	-
30	Mingo Jet., Ohio	Pitcairn, Pa.	58	1.0	3	Decapod	-	33	16	49	2,098	2	Decapod	1	74	7	82	3,419	5	Decapod
31	Pitcairn, Pa.	Weirton, W. Va.	53	1.0	6	Decapod	3	43	12	58	2,687	4	Decapod	1	53	32	86	3,665	-	-
32	Weirton, W. Va.	Benwood, W. Va.	27	0.4	6	Decapod	-	33	22	55	2,092	2	Decapod	-	50	33	83	3,340	1	Decapod
33	TOTAL TRAINS			883		230						354							226	
34	PER CENT OF ALL TRAINS			100		26						40.1							25.6	
35	AVERAGE CARS PER TRAIN			88		57						85							113	

Dec. 6, 1940

PENNSYLVANIA RAILROAD COMPANY

TRAIN NO.	NEW YORK-WASHN. ROUTE	MILES	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER	TOTAL
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
	WEST - SOUTH															
101	New York-Washn. Express	226.0			1		1					2	2	3	2	5
103	The Madison	226.0						1	6	1	1	1	2	1	1	10
107	New York-Washn. Mail	226.0							3		4	2	1			10
173	Federal Express	226.0									3	4	2		1	10
111	The Legislator	226.0					1	1			6	1	1	1		10
169	The Washingtonian	226.0			1	2	1	4	1		1	2	4	3		10
118	The President	226.0									1	2	1			10
121	The Judiciary	226.0								6	3	1	1			10
122	The Poetess	226.0					1	2	4	1	2					10
125	The Representative	226.0					2	1	6		2					10
178	Colonial Express	226.0						1			4	4		2		10
149	Sen. Ry. & S.A.L. Express	226.0				1	4	1			1		1	2		10
189	The Embassy	226.0						1	7	2						10
153	The Congressional	226.0						2	3	2	2		1			10
177	The Senator	226.0						1		1	1	1	2	2	1	10
135	The Constitution	226.0								1	3	3	3			10
137	The Arlington	226.0											1	3	1	10
145	The Mt. Vernon	226.0														
147	N.Y.-Washn.-Sen. Ry. & S.A.L. Express	226.0							1	2	3		1	1		10
148	Havana Special	226.0								2	1	2	3	1		10

EAST - EAST								3	3	2		1			1	10
102	Wash-New York Express	225.0										2	4	2	2	10
110	The Havana Special	225.0										1			5	10
108	The Mission	225.0		1			2	1				1				10
112	2AL & C&O Ry. Washn.- N.Y. Express	225.0									7	2	1		1	10
116	Sea. Ry.-Washn.-NY Express	225.0							7			1	1		1	10
120	The Admiral	225.0								1		1	5		2	10
122	ACL, Sea. Ry., 2AL Washn.- N.Y. Express	225.0		1			5	1				1			2	10
174	Colonial Express	225.0			2	3	2	1				1		1		10
126	The President	225.0					2	1		3	4					10
128	The Potomac	225.0			4	4	2									10
130	The Judiciary	225.0		5	3	2										10
176	The Senator	225.0				7	1	1	1							10
132	Sea. Ry.-ACL-Washn.- N.Y. Express	225.0					6		3			1				10
134	The Representative	225.0					3	5				1				10
142	The Mt. Vernon	225.0				2	2	3			2	1				10
144	The Embassy	225.0			1	1	1	3		2	1	1				10
162	The Congressional	225.0							6		1			1		10
168	The Montreuil	225.0			6	2	1					1		1		10
154	The Constitution	225.0		1					6	1	1	1		1		10
156	The Patriot	225.0		1	2	2		1	1			2		1		10
166	The Arlington	225.0			5	2	1	1						1		10
172	Federal Express	225.0								6		3		2		10
162	Washn.-New York Mail	225.0			1	1	4	2	2							10
TOTAL					10	28	37	49	61	44	60	44	45	28	22	430
PER CENT OF TOTAL					2.32	6.61	8.60	11.40	14.19	10.70	13.96	10.70	10.00	6.51	5.12	
			TOTAL TRAINS OVER 14 CARS										95 or 21.63%			
			TOTAL TRAINS 14 CARS OR UNDER										337 or 78.37%			
			TOTAL TRAINS										430 or 100. %			

(Sheet 2 of 2 sheets)

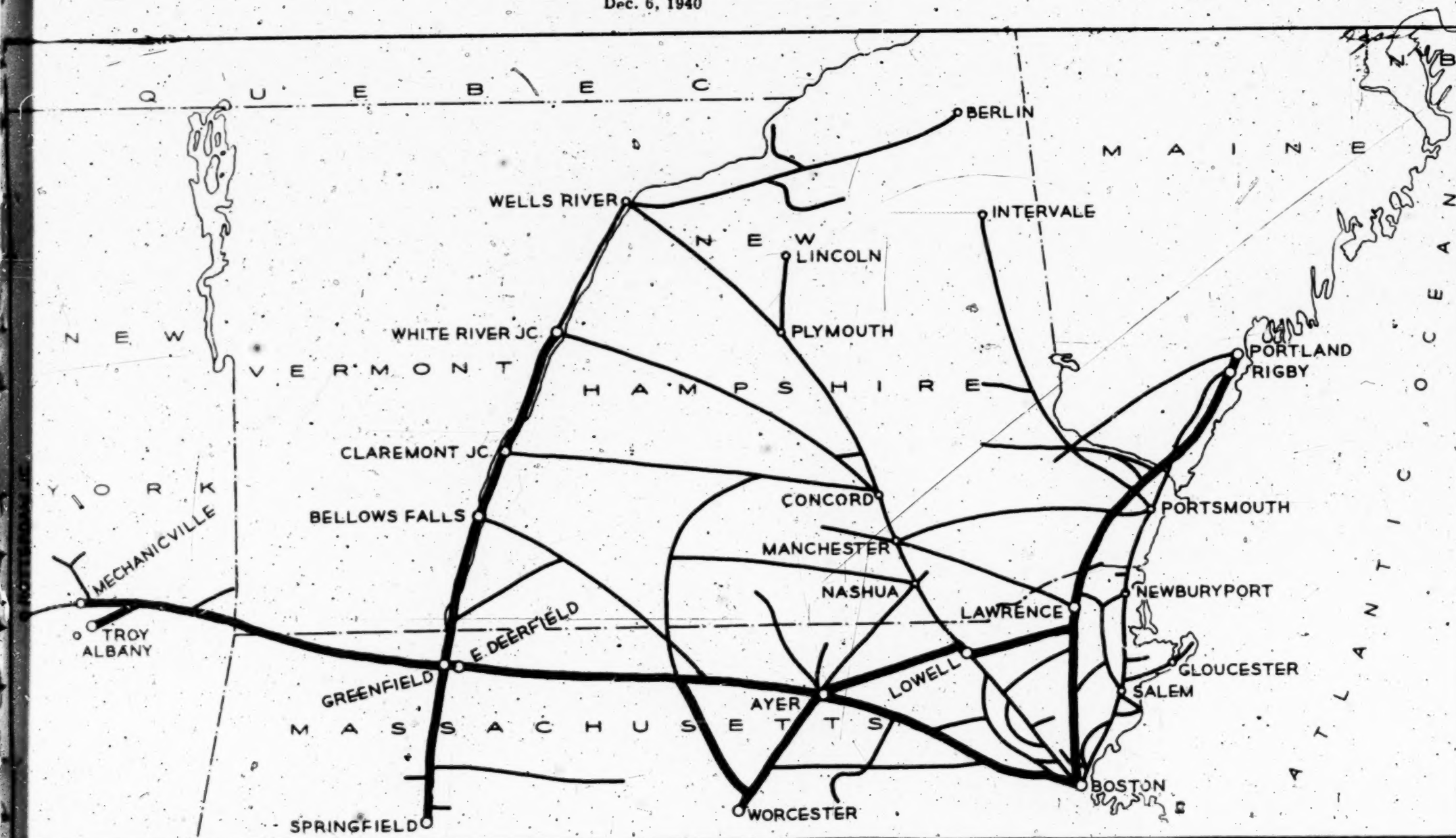
TRAIN	NEW YORK-PITTSBURGH ROUTE	MILES	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER	TOTAL	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	
WEST																	
39	The Cleveland-Akronite	434.3								2	2	2	1	3		10	
37	Iron City Express	434.3								1	5	3	3			10	
61	The Pittsburgher	434.3							1	4	4	1				10	
25	The Metropolitan	434.3								1			4	3		10	
75	The Duquesne	434.3					1						4	2	2	10	
41	Cincinnati Ltd.	434.3							1	7	1	3				10	
69	The Red Arrow	434.3						1					2	6	1	10	
EAST																	
58	The Red Arrow	434.3								2	4	3	1			10	
72	The Juniata	434.3						2	3	3	1	1				10	
18	Chicago Mail	434.3									1	1	1	2	5	10	
60	The Pittsburgher	434.3								4	3		1			10	
38	The Cleveland-Akronite	434.3						1	1	4	1			1		10	
40	Cincinnati Ltd.	434.3						2	2	3	2		1			10	
TOTAL								1	6	8	35	22	18	23	12	5	130
PER CENT OF TOTAL								0.77	4.61	6.15	26.92	16.92	13.85	17.69	9.24	3.84	
TOTAL TRAINS OVER 14 CARS										40 or 30.77%							
TOTAL TRAINS 14 CARS OR UNDER										90 or 69.22%							
TOTAL TRAINS										130 or 100.00%							

TRAIN	NEW YORK - CHICAGO ROUTE	MILES	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER	TOTAL
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
WEST																
5	Pennsylvania Ltd.	902.7						1	3	1	1	3	1			10
49	The General	902.7										6	3		1	10
29	Broadway Ltd.	902.7				5	4	1								10
23	Manhattan Ltd.	902.7						1	1	2	3	2			1	10
79	The Golden Arrow	902.7												5	3	10
EAST																
52	The New Yorker	902.7									2	2	6			10
22	Manhattan Ltd.	902.7										4	3	3		10
78	The Golden Arrow	902.7						1	6				1			10
28	Broadway Ltd.	902.7				9	1									10
43	The General	902.7							1	2			2	6		10
42	The Rainbow	902.7							2	5	2		1			10
2	Pennsylvania Ltd.	902.7						2	2	4			2			10
54	Gotham Ltd.	902.7										1	3	3	3	10
TOTAL							14	8	8	13	14	15	23	16	5	130
PER CENT OF TOTAL							10.77	6.15	6.15	10.00	10.77	12.31	16.00	17.69	12.31	3.85
TOTAL TRAINS OVER 14 CARS											44 or 33.85%					
TOTAL TRAINS 14 CARS OR UNDER											86 or 66.15%					
TOTAL TRAINS											130 or 100.00%					

TRAIN	NEW YORK - ST. LOUIS ROUTE	MILES	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER	TOTAL	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	
WEST																	
31	Spirit of St. Louis	1045.8							1		1	1	2	5		10	
35	The St. Louisian	1045.8									2	4	2	1	1	10	
67	The American	1045.8							1		5	1	2	1		10	
11	St. Louis Mail	1045.8							1	1	1		1	6		10	
13	Mail Southwestern	1045.8						1			1	1	4	2	1	10	
EAST																	
64	The American	1045.8							7	1	6	2	1			10	
50	Spirit of St. Louis	1045.8								2		1				10	
32	The St. Louisian	1045.8						3		1	1	2	2			10	
TOTAL								1	10	6	2	17	13	14	15	2	80
PER CENT OF TOTAL								1.25	12.50	7.50	2.50	21.25	16.25	17.50	18.75	2.50	
TOTAL TRAINS OVER 14 CARS											31 or 38.75%						
TOTAL TRAINS 14 CARS OR UNDER											49 or 61.25%						
TOTAL TRAINS											80 or 100.00%						

RECAPITULATION			
	TOTAL TRAINS	TOTAL OVER 14	PERCENT OF TOTAL
	(r)	(s)	(t)
NEW YORK - BIRMINGHAM	430	98	22.63
NEW YORK - PITTSBURGH	130	40	30.77
NEW YORK - CHICAGO	130	44	33.85
NEW YORK - ST. LOUIS	80	31	38.75
TOTAL	770	203	27.01

Defendant's Exhibit No. 85 (Witness Hammond)
Dec. 6, 1940



BOSTON AND MAINE RAILROAD COMPANY
 — HEAVY LINE INDICATES TERRITORY COVERED
 BY TYPICAL FREIGHT TRAIN EXHIBIT.

BOSTON AND MAINE RAILROAD

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSP. EXPENSES (f)
1939	2,248,167,004	\$ 20,478,844	\$ 10,976,390	\$ 9.11	\$ 4.88
1938	1,941,727,367	20,116,440	10,324,831	10.36	5.32
1937	2,278,976,148	21,744,434	11,182,786	9.54	4.91
1936	2,257,601,824	22,926,780	11,678,140	10.16	5.17
1935	2,041,652,035	19,613,918	10,673,357	9.61	5.23
1934	1,976,103,728	18,702,025	10,327,257	9.46	5.23
1933	1,840,285,410	18,093,077	9,525,752	9.83	5.18
1932	1,811,073,717	18,918,706	9,997,869	10.44	5.52
1931	2,273,290,701	24,834,750	13,014,408	10.92	5.72
1930	2,666,890,844	30,815,928	15,437,020	11.56	5.79
1929	2,993,421,378	37,581,859	16,832,342	12.55	5.62
1928	2,893,844,169	36,404,720	17,499,919	12.58	6.03
1927	2,856,589,535	38,647,005	18,465,119	13.53	6.46
1926	3,037,191,609	38,513,842	19,692,065	12.68	6.48
1925	2,955,885,209	38,606,852	19,990,877	13.06	6.76
1924	2,744,213,671	38,078,829	20,203,040	13.88	7.36
1923	3,103,817,227	46,526,233	25,602,310	14.99	8.25
1922	2,689,914,716	40,750,097	21,995,616	15.15	8.18
TOTAL 1936- 1939	8,726,492,343	85,266,498	44,162,147	9.77	5.06
TOTAL 1922- 1925	11,493,830,823	163,962,011	87,791,843	14.27	7.64

YEAR (a)	REVENUE TON MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSP. EXPENSES (f)
1939	2,248,167,004	\$ 20,478,844	\$ 10,976,390	\$ 9.11	\$ 4.88
1938	1,941,727,367	20,116,440	10,324,831	10.36	5.32
1937	2,278,996,148	21,744,434	11,182,786	9.54	4.91
1936	2,257,601,824	22,926,780	11,678,140	10.16	5.17
1935	2,041,652,035	19,613,918	10,673,357	9.61	5.23
1934	1,976,103,728	18,702,025	10,327,257	9.46	5.23
1933	1,840,285,410	18,093,077	9,525,752	9.83	5.18
1932	1,812,073,717	18,918,706	9,997,869	10.44	5.52
1931	2,273,290,701	24,834,750	13,014,408	10.92	5.72
1930	2,666,890,844	30,815,928	15,437,020	11.56	5.79
1929	2,993,421,378	37,581,859	16,832,342	12.55	5.62
1928	2,893,844,169	36,404,720	17,459,919	12.58	6.03
1927	2,856,589,535	38,647,005	18,465,119	13.53	6.46
1926	3,037,191,609	38,513,842	19,692,065	12.68	6.48
1925	2,955,885,209	38,606,852	19,990,877	13.06	6.76
1924	2,744,213,671	38,078,829	20,203,040	13.88	7.36
1923	3,103,817,227	46,526,233	25,602,310	14.99	8.25
1922	2,689,914,716	40,750,097	21,995,616	15.15	8.18
TOTAL 1936- 1939	8,726,492,343	85,266,498	44,162,147	9.77	5.06
TOTAL 1922- 1925	11,493,830,823	163,962,011	87,791,843	14.27	7.64
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				31.5	33.8

SOURCE - Annual Reports to Interstate Commerce
Commission

2940

Defendant's Exhibit No. 87 (Witness Hammond)
Dec. 6, 1940

BOSTON AND MAINE

FREIGHT SERVICE OPERATING AVERAGES
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PERCENT INCREASE 1939 OVER 1922 (m)
1	Miles of line operated in freight service,.....	2,455.03	2,445.60	2,186.98	2,073.74	2,066.15	2,062.20	2,024.39	1,964.56	1,939.00	1,916.00	22.0 Dec.
2	Freight train miles,.....	6,546,675	6,223,611	5,836,074	4,977,742	4,206,221	3,098,480	3,142,554	3,308,843	2,962,014	3,253,681	50.3 Dec.
3	Freight cars per freight train,.....	31.3	34.3	38.4	45.1	49.7	48.2	50.3	50.1	49.2	51.1	63.3 Inc.
4	Net tons per freight train,.....	444	486	544	613	671	608	681	721	697	733	65.1 Inc.
5	Average tractive power per locomotive (pounds),.....	28,225	29,125	30,424	33,278	34,004	34,188	34,407	36,626	37,584	38,072	34.9 Inc.
6	Average capacity per freight carrying car (tons),.....	33.7	34.4	34.7	35.7	37.6	40.8	40.9	43.0	44.5	47.1	39.8 Inc.
7	Freight train speed (miles per hour),.....	10.2	10.6	10.6	11.8	12.4	13.6	13.8	13.2	13.6	13.8	35.3 Inc.
8	Gross ton-miles per freight train-hour,.....	11,100	12,575	14,159	18,534	21,993	23,021	25,259	25,070	25,536	27,186	144.9 Inc.
9	Net ton-miles per freight train-hour,.....	4,542	5,150	5,771	7,226	8,353	8,268	9,390	9,460	9,427	10,110	122.6 Inc.
10	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	10,016	11,178	12,439	14,525	15,926	15,944	16,067	16,223	17,319	17,552	75.2 Inc.

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-4, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-4 to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-4 and as reported in years 1936, 1938 and 1939 on Forms OS-4 and OS-E respectively.

5408

Defendent's Exhibit No. 88 (Witness Hammond)
Dec. 10, 1940

BOSTON AND MAINE R.R.
REVENUE FREIGHT CARRIED DURING YEAR 1939

CLASS NO. (a)	COMMODITY GROUP OR CLASS (b)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED CARLOADS (g)
		TERMINATING ON LINE CARLOADS (c)	DELIVERED TO CONNECTING CARRIERS CARLOADS (d)	TERMINATING ON LINE CARLOADS (e)	DELIVERED TO CONNECTING CARRIERS CARLOADS (f)	
	Products of Agriculture					
110	Oranges & Grapefruit	11	110	3,840	184	3,885
111	Lemons, limes and Citrus Fruits, N.O.S.	3	3	625	1	631
120	Apples, fresh	78	81	679	24	840
121	Bananas	991	995	1	9	1,004
122	Berries, fresh	-	4	85	3	92
123	Cantaloupes and Melons, N.O.S.	1	-	175	5	181
124	Grapes, fresh	-	1	1,781	19	1,781
125	Peaches, fresh	-	-	238	2	230
126	Watermelons	-	-	232	32	264
127	Fruits, fresh, domestic N.O.S.	-	-	781	88	849
128	Fruits, fresh, tropical N.O.S.	-	-	40	3	45
130	Potatoes other than sweet	191	1	11,885	23,890	35,917
140	Cabbage	-	-	259	14	273
141	Onions	73	75	597	200	945
142	Sweetcorn	2	1	69	5	77
143	Vegetables, fresh N.O.S.	5	3	1,451	106	1,565
	Total classes					

CLASS NO.	COMMODITY GROUP OR CLASS	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD		REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS		TOTAL REVENUE FREIGHT CARRIED CARRIAGE
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	
		CARRIAGE	CARRIAGE	CARRIAGE	CARRIAGE	
(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Products of Agriculture					
110	Oranges & Grapefruit	11	110	3,440	124	3,564
111	Lemons, Limes and Citrus Fruits, N.O.S.	2	3	625	1	631
120	Apples, fresh	76	81	679	24	703
121	Bananas	891	683	1	9	1,584
122	Berries, fresh	-	4	25	3	28
123	Cantaloupes and Melons, N.O.S.	1	-	173	5	181
124	Grapes, fresh	-	1	1,761	19	1,781
125	Peaches, fresh	-	-	230	2	232
126	Watermelons	-	-	252	32	284
127	Fruits, fresh, domestic N.O.S.	-	-	781	23	804
128	Fruits, fresh, tropical N.O.S.	-	-	40	3	43
130	Potatoes other than sweet	171	1	11,855	23,690	35,545
140	Cabbage	-	-	259	14	273
141	Onions	73	75	597	200	845
142	Tomatoes	2	1	69	3	77
143	Vegetables, fresh N.O.S.	5	3	1,451	106	1,556
	Total classes 110 to 143, Inc.	1,252	922	22,478	24,525	49,197
	Total Products of Agriculture	1,252	922	22,478	24,525	49,197
	Grand Total, Carload Traffic	66,456	78,756	307,767	127,655	580,674
						5407

[illegible]

Defendant's Exhibit No. 90 (Witness Hammond)
Dec. 10, 1940

2943

BOSTON AND MAINE RAILROAD

MAXIMUM NUMBER OF CARS HANDLED
IN PORTLAND AND FITCHBURG DIVISION PASSENGER TRAINS
SEPTEMBER 17TH TO 26TH, INCLUSIVE, 1939

ROUTE AND TRAIN NAME (a)	MILES (d)	NUMBER OF CARS																TOTAL (r)
		5 CARS OR LESS (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)	17 AND OVER (q)				
BOSTON-PORTLAND (EAST)																		
-	115	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2	
-	115	-	-	-	5	2	-	1	-	-	-	-	-	-	-	-	8	
-	115	2	-	2	4	-	-	-	-	-	-	-	-	-	-	-	8	
-	115	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	2	
Exeter Limited	111	1	6	1	-	-	-	-	-	-	-	-	-	-	-	-	8	
-	115	1	3	2	2	1	1	-	-	-	-	-	-	-	-	-	10	
Pine Tree Limited	111	3	-	1	1	-	-	-	-	-	-	-	-	-	-	-	8	
-	115	1	-	7	-	-	-	-	-	-	-	-	-	-	-	-	8	
-	115	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
Gall	115	-	-	-	-	-	-	-	-	-	-	5	4	-	-	-	9	
-	115	-	-	1	2	4	3	-	-	-	-	-	-	-	-	-	10	
TOTAL		10	13	14	16	8	4	1	-	-	5	4	-	-	-	-	75	
PORTLAND-BOSTON (WEST)																		
Gall	111	-	-	-	-	-	-	-	-	4	3	1	-	-	-	-	8	
-	115	5	3	-	-	-	-	-	-	-	-	-	-	-	-	-	8	
-	115	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
Pine Tree Limited	115	-	-	-	3	4	-	-	1	-	-	-	-	-	-	-	10	
-	115	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
-	115	7	1	-	-	-	-	-	-	-	-	-	-	-	-	-	8	
Exeter Limited	111	-	1	-	2	-	5	-	1	-	1	-	-	-	-	-	8	
-	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
-	111	-	-	-	1	1	4	1	1	-	-	-	-	-	-	-	8	
-	115	-	-	5	2	1	1	-	-	-	-	-	-	-	-	-	10	
-	115	8	-	-	1	-	-	-	-	-	-	-	-	-	-	-	9	
TOTAL		26	6	5	9	6	10	1	3	4	4	1	-	-	-	-	75	
BOSTON-TROY (WEST)																		
-	190	-	-	-	1	1	6	-	-	-	-	-	-	-	-	-	8	
-	190	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	2	
-	190	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	
-	190	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
Minute Men	190	7	-	-	1	-	-	-	-	-	-	-	-	-	-	-	8	
-	190	2	-	1	4	2	-	1	-	-	-	-	-	-	-	-	10	
-	190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	
-	190	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	2	
TOTAL		19	1	3	7	3	6	1	-	-	-	-	-	-	-	8	48	
TROY-BOSTON (EAST)																		
-	191	-	-	-	4	2	1	1	-	-	-	-	-	-	-	-	8	
-	191	4	1	1	2	-	-	1	3	3	1	1	-	-	-	-	8	
-	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	
Minute Men	191	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	10	
-	191	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-	2	
-	191	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
-	191	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	
TOTAL		7	5	7	6	3	2	4	3	1	1	5	1	3	3	-	48	

LINE NO. (a)	TRAIN NO. (b)	ROUTE AND TRAIN NAME (c)	MILES (d)	NUMBER OF CARS														27 AND OVER (q)	TOTAL (r)
				5 CARS OR LESS (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)				
		<u>SPRINGFIELD-WHITE RIVER JCT. (NORTH)</u>																	
43	733	Montrealer	123	-	7	1	1	1	-	-	-	-	-	-	-	-	-	10	
44	703	-	123	-	-	-	1	5	1	1	-	-	-	-	-	-	-	8	
45	73	-	123	-	-	3	3	-	2	-	-	-	-	-	-	-	-	8	
46	77	Dartmouth	123	8	-	-	-	-	-	-	-	-	-	-	-	-	-	8	
47	717	-	123	4	1	3	-	-	-	-	-	-	-	-	-	-	-	8	
48	79	Connecticut Yankee	123	-	-	-	-	1	-	3	3	1	-	-	-	-	-	6	
49	7051	-	123	-	1	-	-	1	-	-	-	-	-	-	-	-	-	2	
50	7055	-	123	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
51	7099	-	123	-	-	-	-	-	1	-	-	1	-	-	-	-	-	2	
52		TOTAL		14	9	7	5	8	4	4	1	2	-	-	-	-	-	54	
		<u>WHITE RIVER JCT.- SPRINGFIELD (SOUTH)</u>																	
53	732	Washington	123	-	7	1	1	1	-	-	-	-	-	-	-	-	-	10	
54	78	-	123	-	-	-	-	-	2	1	1	1	1	-	-	-	-	6	
55	712	-	123	4	1	1	1	1	-	-	-	-	-	-	-	-	-	8	
56	72	Dartmouth	123	-	-	5	3	-	-	-	-	-	-	-	-	-	-	8	
57	728	-	123	-	-	-	-	2	4	2	-	-	-	-	-	-	-	8	
58	74	Connecticut Yankee	123	6	2	2	-	-	-	-	-	-	-	-	-	-	-	10	
59	7052	-	123	-	-	-	-	-	2	-	-	-	-	-	-	-	-	3	
60	7060	-	123	1	1	-	-	-	-	-	-	-	-	-	-	-	-	2	
61	2nd- 7060	-	123	-	-	-	1	-	1	-	-	-	-	-	-	-	-	2	
62		TOTAL		11	11	9	6	4	9	3	1	1	1	-	-	-	-	56	
		<u>WORCESTER TO PORTLAND</u>																	
		<u>CROSS COUNTRY (EAST)</u>																	
63	85	Bar Harbor Express	148	-	-	-	-	1	-	1	-	-	-	-	-	-	-	2	
64	81	State of Maine Express	148	-	-	-	1	2	-	4	1	1	-	1	-	-	-	10	
65		TOTAL		-	-	-	1	3	-	5	1	1	-	1	-	-	-	12	
		<u>PORTLAND TO WORCESTER</u>																	
		<u>CROSS COUNTRY (WEST)</u>																	
66	82	State of Maine Express	148	-	-	-	-	-	1	1	2	2	3	-	-	-	1	10	
67	84	Bar Harbor Express	144	-	-	-	-	-	1	1	-	1	-	-	-	-	-	3	
68	2nd- 84	Bar Harbor Express	144	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	
69	86	Dartmouth	144	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	
70		TOTAL		-	-	1	-	1	2	2	2	3	3	-	-	1	-	15	

RECAPITULATION			
	TOTAL TRAINS	OVER 14	PERCENT. OF TOTAL
Boston-Portland	150	5	3.3
Boston-Troy	96	17	17.7
Springfield-White River Jct.	110	-	-
Worcester-Portland	27	2	7.4
TOTAL	383	24	6.3

5409

Defendant's Exhibit No. 91 (Witness Warfel)
Dec. 10, 1940

EXPLANATION OF SYMBOLS USED BELOW
UNDER HEADING "AVERAGE CONSIST"

- A - Perishable loads
- B - Other loads
- C - Empty cars and includes caboose
- D - Total all cars

UNION PACIFIC RAILROAD COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED
BETWEEN CERTAIN TERMINALS, AUGUST 10TH - 19TH INCLUSIVE 1940

NAME OF RAILROAD (a)	FROM (b)	TO (c)	DIS- TANCE (MILES) (d)	TEN DAY PERIOD STUDIED (Mo. & Yr.) (e)	RULING GRADE (f)	NO. OF TRAINS (g)	TYPE OF LOCOMOTIVE (h)	70 CARS OR LESS					71 CARS TO 100 CARS					101 CARS TO 125 CARS							
								NO. OF TRAINS (i)	TYPE OF LOCOMOTIVE (j)	AVERAGE CONSIST			NO. OF TRAINS (k)	TYPE OF LOCOMOTIVE (l)	AVERAGE CONSIST			NO. OF TRAINS (m)	TYPE OF LOCOMOTIVE (n)	AVERAGE CONSIST					
										A	B	C			A	B	C			A	B	C			
								(1)	(2)	(3)	(4)	(5)		(6)	(7)	(8)	(9)	(10)	(11)			(12)	(13)	(14)	(15)
Union Pacific	Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	-	-	-	-	-	-	-	1	Northern	2	60	10	72	1,368	-	-	-	-	-	
	Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	44	Santa Fe	4	45	7	56	2,108	8	Santa Fe	5	51	22	78	3,031	34	-	-	-	-	
	Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Santa Fe	0	3	115	116
	Council Bluffs, Ia.	Grand Island, Neb.	147	Aug. 1940	.6	3	Union Pac.	5	40	10	55	1,965	2	Union Pac.	7	65	6	76	3,006	1	Mountain	3	11	96	110
	Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	-	-	-	-	-	-	-	1	Northern	37	28	13	76	3,416	-	-	-	-	-	
	Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	1	Pacific	22	9	8	39	1,461	-	-	-	-	-	-	-	-	-	-	-	-	
	Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	33	Santa Fe	12	39	3	54	1,964	33	Santa Fe	37	45	6	86	3,874	-	-	-	-	-	
	Grand Island, Neb.	Council Bluffs, Ia.	147	Aug. 1940	.5	1	Mountain	24	25	17	66	2,423	3	Mountain	21	54	7	82	2,919	24	Santa Fe	64	35	10	109
	Grand Island, Neb.	North Platte, Neb.	137	Aug. 1940	.5	-	-	-	-	-	-	-	3	Union Pac.	29	38	12	79	3,281	1	Union Pac.	39	54	21	114
	Grand Island, Neb.	North Platte, Neb.	137	Aug. 1940	.33	-	-	-	-	-	-	-	1	Northern	2	60	14	76	1,790	-	-	-	-	-	
	Grand Island, Neb.	North Platte, Neb.	137	Aug. 1940	.33	46	Santa Fe	5	43	7	55	2,011	12	Santa Fe	4	35	46	85	2,888	-	-	-	-	-	
	North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	3	Union Pac.	2	45	7	54	1,877	1	Union Pac.	6	70	6	82	3,138	24	Santa Fe	0	3	117	120
	North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	-	-	-	-	-	-	-	1	Northern	31	63	1	95	4,221	-	-	-	-	-	
	North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	32	Santa Fe	9	41	3	53	1,973	42	Santa Fe	46	38	7	91	4,167	-	-	-	-	-	
	North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	1	Mountain	12	36	3	53	2,724	2	Mountain	31	46	5	82	3,709	16	Santa Fe	52	44	12	108
	North Platte, Neb.	Grand Island, Neb.	137	Aug. 1940	.12	3	Union Pac.	6	34	5	45	1,548	1	Union Pac.	13	70	6	89	3,800	-	-	-	-	-	
	Hastings, Neb.	North Platte, Neb.	137	Aug. 1940	.5	7	Santa Fe	2	33	19	54	1,737	13	Santa Fe	0	3	65	88	2,141	-	-	-	-	-	
	Hastings, Neb.	North Platte, Neb.	137	Aug. 1940	.5	8	Union Pac.	2	55	6	63	2,587	7	Union Pac.	1	48	28	77	2,391	9	Santa Fe	0	1	105	106
	North Platte, Neb.	Hastings, Neb.	137	Aug. 1940	.6	14	Santa Fe	25	31	6	62	3,007	15	Santa Fe	58	20	4	82	3,661	-	-	-	-	-	
	North Platte, Neb.	Hastings, Neb.	137	Aug. 1940	.6	6	Union Pac.	28	28	6	62	2,743	8	Union Pac.	37	32	5	84	3,683	1	Santa Fe	74	28	2	104
																				1	Union Pac.	53	43	7	103
TOTAL TRAINS			488					202	Trains 70 cars or less					154	Trains 71 cars to 100 cars					113	Trains 101 cars to 125 cars				
PER CENT OF ALL TRAINS			100					41.4						31.6						23.2					
AVERAGE CARS PER TRAIN			82					56						36						114					

rfel)

LED
INCLUSIVE 1940

100 CARS				101 CARS TO 125 CARS							126 CARS AND OVER							MAXIMUM CARS PER TRAIN
AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					
B (q)	C (r)	D (s)	TONS (t)			A (w)	B (x)	C (y)	D (z)	TONS (aa)			A (dd)	B (ee)	C (ff)	D (gg)	TONS (hh)	
60	10	72	1,368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51	22	78	3,031	34	Santa Fe	0	3	115	118	2,850	4	Santa Fe	2	8	119	129	2,903	72
-	-	-	-	1	Mountain	3	11	96	110	2,339	-	-	-	-	-	-	-	132
65	6	78	3,006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110
28	13	78	3,416	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78
45	6	88	3,874	24	Santa Fe	64	35	10	109	4,782	-	-	-	-	-	-	-	39
54	7	82	2,919	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116
38	12	79	3,281	1	Union Pac.	39	54	21	114	4,605	-	-	-	-	-	-	-	91
60	14	76	1,790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	114
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76
35	46	85	2,888	24	Santa Fe	0	3	117	120	2,974	13	Santa Fe	0	5	126	131	3,091	144
70	6	82	3,136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82
63	1	95	4,221	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95
38	7	91	4,167	18	Santa Fe	52	44	12	108	5,331	-	-	-	-	-	-	-	119
46	5	82	3,709	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
70	6	83	3,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	85	88	2,141	9	Santa Fe	0	1	105	106	2,518	1	Santa Fe	1	0	125	126	2,952	89
48	28	77	2,391	-	-	-	-	-	-	-	1	Union Pac.	0	0	135	135	3,325	126
20	4	82	3,661	1	Santa Fe	74	28	2	104	4,871	-	-	-	-	-	-	-	135
32	5	84	3,683	1	Union Pac.	53	43	7	103	3,356	-	-	-	-	-	-	-	104
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103
100 cars				113	Trains 101 cars to 125 cars					19	Trains 126 cars and over							
				23.2						3.3								
				114						131								

Dec. 10, 1940

UNION PACIFIC RAILROAD COMPANY

MAXIMUM NUMBER OF CARS HANDLED NOVEMBER, 1930
JANUARY, APRIL & JULY, 1940, IN THROUGH MAIN LINE PASSENGER TRAINS

				NUMBER OF CARS									
LINE NO.	TRAIN NO.	ROUTE AND TRAIN NAME	MILES	5	6	7	8	9	10	11	12	13	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	
<u>OMAHA - DENVER</u>													
<u>WESTWARD</u>													
31	111	City of Denver	560	-	-	-	-	-	-	122	-	-	
32	15	Columbine	560	-	-	-	12	54	42	7	6	-	
33	19	National Parks Spl.	560	-	-	-	19	7	1	2	-	-	
<u>EASTWARD</u>													
34	112	City of Denver	560	-	-	-	-	-	-	122	-	-	
35	12	Columbine	560	-	-	58	29	25	8	2	-	-	
36	20	National Parks Spl.	560	-	-	15	4	5	6	-	-	1	
37	TOTAL			-	-	73	64	91	57	255	6	1	
38	PER CENT OF TOTAL			-	-	13.27	11.64	16.55	10.36	46.36	1.1	18	
TOTAL TRAINS OVER 14 CARS										1	or	18	
TOTAL TRAINS 14 CARS OR UNDER										549	or	99.82	
TOTAL TRAINS										550	or	100.00	
<u>OGDEN - LOS ANGELES</u>													
<u>WESTWARD</u>													
39	21	Pacific Limited	784	-	-	1	40	42	24	11	2	1	
40	5	Pacific Limited	784	-	-	5	8	20	35	25	8	7	
41	7	Los Angeles Limited	784	-	-	-	2	1	47	42	13	4	
42	717	Challenger	784	-	-	-	-	-	-	-	-	-	
43	103	City of Los Angeles	784	-	-	-	-	-	-	20	-	-	
<u>EASTWARD</u>													
44	14	Pacific Limited	784	-	-	-	-	-	37	45	15	11	
45	6	Mail & Express	784	8	1	4	2	72	25	4	2	3	
46	8	Los Angeles Limited	784	-	-	-	-	40	21	25	14	13	
47	818	Challenger	784	-	-	-	-	-	-	2	2	-	
48	104	City of Los Angeles	784	-	-	-	-	-	-	20	-	-	
49	TOTAL			8	1	10	52	175	189	194	56	39	
50	PER CENT OF TOTAL			.76	.10	.94	4.91	16.53	17.85	18.32	5.28	3.6	
TOTAL TRAINS OVER 14 CARS										251	or	23.70	
TOTAL TRAINS 14 CARS OR UNDER										808	or	76.30	
TOTAL TRAINS										1,059	or	100.00	
<u>GREEN RIVER-PORTLAND</u>													
<u>WESTWARD</u>													
51	17	Portland Rose	969	-	-	-	-	-	-	-	-	-	
52	25	Pacific Limited	969	-	-	-	-	1	5	22	35	27	
<u>EASTWARD</u>													
53	18	Portland Rose	969	-	-	1	-	-	-	-	-	-	
54	44	Pacific Limited	969	-	-	-	1	28	37	30	15	8	
55	TOTAL			-	-	1	1	29	42	52	54	35	

GER TRAINS

AND TRAIN NAME	MILES	NUMBER OF CARS														17 & OVER	TOTAL TRIPS
		5	6	7	8	9	10	11	12	13	14	15	16				
(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)		
HA - DENVER WESTWARD																	
f Denver	560	-	-	-	-	-	-	122	-	-	-	-	-	-	-		
ine	560	-	-	-	12	54	42	7	6	-	1	-	-	-	122		
al Parks Spl.	560	-	-	-	19	7	1	2	-	-	1	-	1	-	122		
															31		
EASTWARD																	
f Denver	560	-	-	-	-	-	-	122	-	-	-	-	-	-	-		
ine	560	-	-	58	29	25	8	2	-	-	-	-	-	-	122		
al Parks Spl.	560	-	-	15	4	5	6	-	-	1	-	-	-	-	122		
															31		
NT OF TOTAL																	
		-	-	73	64	91	57	255	6	1	2	-	1	-	550		
		-	-	13.27	11.64	16.55	10.36	46.36	1.1	.18	.36	-	.13	-			

TOTAL TRAINS OVER 14 CARS	TOTAL TRAINS 14 CARS OR UNDER	TOTAL TRAINS

1	or	.18%
549	or	99.82%
550	or	100.00%

LOS ANGELES															
WESTWARD															
	784	-	-	1	40	42	24	11	2	1	-	1	-	2	122
c Limited	784	-	-	5	8	20	35	25	8	7	5	4	2	3	122
geles Limited	784	-	-	-	2	1	47	42	13	4	7	5	1	-	122
nger	784	-	-	-	-	-	-	-	-	-	6	36	26	54	122
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-	-	40
EASTWARD															
c Limited	784	-	-	-	-	-	37	45	15	11	10	4	-	-	122
Express	784	8	1	4	2	72	25	4	2	3	1	-	-	-	122
geles Limited	784	-	-	-	-	40	21	25	14	13	7	2	-	-	122
nger	784	-	-	-	-	-	-	2	2	-	8	48	30	35	125
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-	-	40
NT OF TOTAL		8	1	10	52	175	189	194	56	39	84	100	59	92	1,059
		.76	.10	.94	4.91	16.53	17.85	18.32	5.28	3.68	7.93	9.44	5.57	8.69	

TOTAL TRAINS OVER 14 CARS	
TOTAL TRAINS 14 CARS OR UNDER	
TOTAL TRAINS	

251	or	23.70%
808	or	76.30%
1,059	or	100.00%

RIVER-PORTLAND WESTWARD															
nd Rose	969	-	-	-	-	-	-	-	-	-	1	9	9	103	122
c Limited	969	-	-	-	-	1	5	22	39	27	11	10	4	3	122
EASTWARD															
nd Rose	969	-	-	1	-	-	-	-	-	-	1	5	50	66	123
c Limited	969	-	-	-	1	28	37	30	15	8	2	-	1	-	122
NET OF TOTAL		-	-	1	1	29	42	52	54	35	13	24	64	172	489
		-	-	.20	.20	5.93	8.99	10.63	11.04	7.16	3.07	4.91	13.09	35.18	
TOTAL TRAINS OVER 14 CARS								260	or	53	17%				
TOTAL TRAINS 14 CARS OR UNDER								229	or	46	83%				
TOTAL TRAINS								489	or	100	100%				

4	49	Forty-Niner	990	-	-	-	26	8	1	-	-	-	-	-	-	25
5	87	Challenger (S.F.)	990	-	-	-	-	-	-	3	15	26	28	20	30	122
6	101	City of San Francisco	990	-	-	-	-	-	15	-	5	-	-	-	-	20
7	103	City of Los Angeles	990	-	-	-	-	-	20	-	-	19	-	-	-	39
8	717	Challenger (L.A.)	990	-	-	-	-	-	-	2	7	9	19	21	64	122
EASTWARD																
9	2	City of Portland	844	-	-	-	20	-	-	-	-	-	-	-	-	20
10	34	Pacific Limited	990	-	-	-	-	-	-	-	30	38	16	24	14	122
11	28	Overland Limited	990	-	-	-	-	1	-	2	1	27	23	13	33	125
12	48	Forty-Niner	990	-	-	-	17	8	1	-	-	-	-	-	-	26
13	88	Challenger (S.F.)	990	-	-	-	-	-	1	7	1	8	17	13	34	122
14	102	City of San Francisco	990	-	-	-	-	-	-	15	-	5	-	-	-	20
15	104	City of Los Angeles	990	-	-	-	-	-	-	20	-	-	20	-	-	40
16	818	Challenger (L.A.)	990	-	-	-	-	-	-	1	-	-	7	40	31	124
17	TOTAL			-	-	-	77	21	14	85	16	111	188	178	209	321
18	PER CENT OF TOTAL			-	-	-	6.31	1.72	1.15	6.97	1.31	9.1	15.41	14.59	17.13	26.31
TOTAL TRAINS OVER 14 CARS 708 or 58.03%																
TOTAL TRAINS 14 CARS OR UNDER 512 or 41.97%																
TOTAL TRAINS 1,220 or 100.00%																
KANSAS CITY - DENVER																
WESTWARD																
19	21	Pacific Limited	640	-	-	-	19	37	42	48	4	3	-	-	-	153
20	23	Denver Limited	640	-	-	-	-	-	1	30	52	7	1	-	-	91
21	37	Pony Express	640	-	-	-	-	1	9	12	8	-	1	-	-	31
EASTWARD																
22	22	Denver Limited	640	-	-	-	-	36	36	41	8	1	-	-	-	122
23	24	Pacific Limited	640	-	-	-	9	55	44	8	5	-	1	-	-	122
24	38	Pony Express	640	-	-	-	27	2	2	-	-	-	-	-	-	31
25	TOTAL			-	-	-	55	131	134	139	77	11	3	-	-	550
26	PER CENT OF TOTAL			-	-	-	10.00	23.82	24.36	25.7	14.00	2.00	.55	-	-	-
TOTAL TRAINS OVER 14 CARS 0 or 0%																
TOTAL TRAINS 14 CARS OR UNDER 550 or 100.00%																
TOTAL TRAINS 550 or 100.00%																
DENVER - SALT LAKE																
27	37	Pony Express	613	-	-	-	-	-	-	-	1	7	67	32	15	122
28	38	Pony Express	613	-	-	-	-	1	15	19	24	14	16	4	28	122
29	TOTAL			-	-	-	-	1	15	19	24	15	23	71	60	244
30	PER CENT OF TOTAL			-	-	-	-	.41	6.15	7.79	9.83	6.15	9.43	29.10	24.99	6.55
TOTAL TRAINS OVER 14 CARS 97 or 39.75%																
TOTAL TRAINS 14 CARS OR UNDER 147 or 60.25%																
TOTAL TRAINS 244 or 100.00%																

<u>EASTWARD</u>													
34	112	City of Denver	360	-	-	-	-	-	-	-	122	-	-
35	12	Columbine	360	-	-	58	29	25	8	2	-	-	-
36	20	National Parks Spl.	360	-	-	15	4	5	6	-	-	-	-
37	TOTAL			-	-	73	64	91	37	255	6	-	-
38	PER CENT OF TOTAL			-	-	13.27	11.64	16.55	10.36	46.36	1.1	-	1.18
TOTAL TRAINS OVER 14 CARS											1	or	.18
TOTAL TRAINS 14 CARS OR UNDER											549	or	99.82
TOTAL TRAINS											550	or	100.00
<u>OGDEN - LOS ANGELES</u>													
<u>WESTWARD</u>													
39	21	Pacific Limited	784	-	-	1	40	42	24	11	2	-	-
40	5	Pacific Limited	784	-	-	5	8	20	35	25	8	-	-
41	7	Los Angeles Limited	784	-	-	-	2	1	47	42	13	-	-
42	717	Challenger	784	-	-	-	-	-	-	-	-	-	-
43	103	City of Los Angeles	784	-	-	-	-	-	-	20	-	-	-
<u>EASTWARD</u>													
44	14	Pacific Limited	784	-	-	-	-	-	32	45	15	13	-
45	6	Mail & Express	784	-	8	1	4	2	72	25	4	2	-
46	8	Los Angeles Limited	784	-	-	-	-	40	21	25	14	13	-
47	818	Challenger	784	-	-	-	-	-	-	2	2	-	-
48	104	City of Los Angeles	784	-	-	-	-	-	-	20	-	-	-
49	TOTAL			-	8	1	10	52	175	189	194	56	3.6
50	PER CENT OF TOTAL			-	.76	.10	.94	4.91	16.53	17.85	18.32	5.28	3.6
TOTAL TRAINS OVER 14 CARS											251	or	23.78
TOTAL TRAINS 14 CARS OR UNDER											808	or	76.30
TOTAL TRAINS											1,059	or	100.00
<u>GREEN RIVER-PORTLAND</u>													
<u>WESTWARD</u>													
51	17	Portland Rose	969	-	-	-	-	-	-	-	-	-	-
52	25	Pacific Limited	969	-	-	-	-	1	5	22	39	2	-
<u>EASTWARD</u>													
53	18	Portland Rose	969	-	-	1	-	-	-	-	-	-	-
54	44	Pacific Limited	969	-	-	-	1	28	37	30	15	-	-
55	TOTAL			-	-	1	1	29	42	52	54	3	-
56	PER CENT OF TOTAL			-	-	.20	.20	5.93	8.59	10.63	11.04	7.1	-
TOTAL TRAINS OVER 14 CARS											260	or	53.10
TOTAL TRAINS 14 CARS OR UNDER											229	or	44.80
TOTAL TRAINS											489	or	100.00

RECAPITULATION			
BETWEEN	TOTAL TRAINS	TOTAL OVER 14	PER CENT OF TOTAL
(aa)	(bb)	(cc)	(dd)
Omaha-Ogden	1,220	708	58.03
Kansas City-Denver	550	None	-
Omaha-Denver	550	1	.18
Ogden-Los Angeles	1,059	251	23.70
Green River-Portland	489	260	53.17
Denver-Salt Lake	244	97	39.75
TOTAL	4,112	1,317	32.03

EASTWARD														
f Denver	560	-	-	-	-	-	-	122	-	-	-	-	-	122
ine	560	-	-	58	29	25	8	2	-	-	-	-	-	122
al Parks Spl.	560	-	-	15	4	5	6	-	-	1	-	-	-	31
NT OF TOTAL														
		-	-	73	64	91	57	255	6	1	2	-	1	550
		-	-	13.27	11.64	16.55	10.36	46.36	1.1	.18	.36	-	.18	-

TOTAL TRAINS OVER 14 CARS 1 or .18%
TOTAL TRAINS 14 CARS OR UNDER 549 or 99.82%
TOTAL TRAINS 550 or 100.00%

- LOS ANGELES WESTWARD														
c Limited	784	-	-	1	40	42	24	11	2	1	-	1	-	122
c Limited	784	-	-	5	8	20	35	25	8	7	5	4	2	122
geles Limited	784	-	-	-	2	1	47	42	13	4	7	5	1	122
nger	784	-	-	-	-	-	-	-	-	-	6	36	26	122
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-	40
EASTWARD														
c Limited	784	-	-	-	-	-	37	45	15	11	10	4	-	122
Express	784	8	1	4	2	72	25	4	2	3	1	-	-	122
geles Limited	784	-	-	-	-	40	21	25	14	13	7	2	-	122
nger	784	-	-	-	-	-	-	2	2	-	8	48	30	125
f Los Angeles	784	-	-	-	-	-	-	20	-	-	20	-	-	40
NT OF TOTAL														
		8	1	10	52	175	189	194	56	39	84	100	59	1,029
		.76	.10	.94	4.91	15.53	17.85	18.32	5.28	3.68	7.93	9.44	5.57	8.69

TOTAL TRAINS OVER 14 CARS 251 or 23.70%
TOTAL TRAINS 14 CARS OR UNDER 808 or 76.30%
TOTAL TRAINS 1,059 or 100.00%

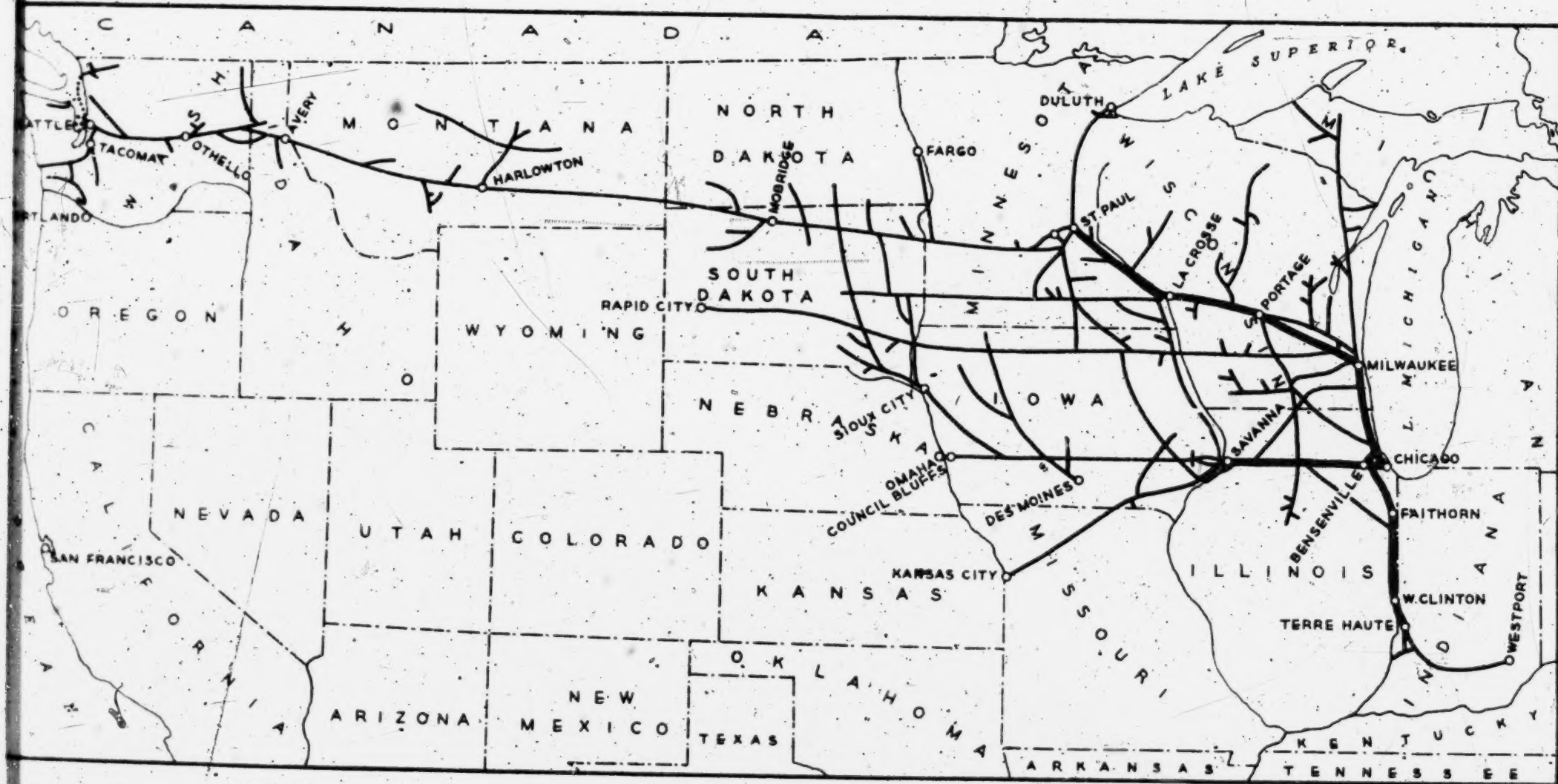
RIVER-PORTLAND WESTWARD														
nd Rose	969	-	-	0	-	-	-	-	-	-	1	9	9	103
c Limited	969	-	-	-	-	1	5	22	39	27	11	10	4	122
EASTWARD														
nd Rose	969	-	-	1	-	-	-	-	-	-	1	5	50	123
c Limited	969	-	-	-	1	28	37	30	15	8	2	-	1	122
NT OF TOTAL														
		-	-	1	1	29	42	52	54	35	15	24	64	489
		-	-	.20	.20	5.93	8.59	10.63	11.04	7.16	3.07	4.91	13.09	35.18

TOTAL TRAINS OVER 14 CARS 260 or 5.17%
TOTAL TRAINS 14 CARS OR UNDER 229 or 46.83%
TOTAL TRAINS 489 or 100.00%

NT OF TOTAL
(64)
58.03
.18
23.70
53.17
39.75
32.03

5412

○



CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

HEAVY LINE INDICATES TERRITORY COVERED BY
TYPICAL FREIGHT TRAIN EXHIBIT.

Defendant's Exhibit No. 94 (Witness Kileg)
Dec. 10, 1940

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC
Calendar Years 1922 to 1939, Inclusive

Year (a)	Revenue ton-miles (b)	Freight operating expenses (c)	Freight transportation expenses (d)	Averages per 1,000 revenue ton-miles	
				Freight operating expenses (e)	Freight transportation expenses (f)
1939	9,234,307,122	\$65,167,855	\$30,933,818	\$7.06	\$3.35
1938	8,479,448,397	60,385,743	30,050,963	7.12	3.54
1937	9,691,026,608	67,249,946	32,837,842	6.94	3.39
1936	9,689,405,998	66,527,413	31,840,896	6.87	3.29
1935	7,978,909,250	56,707,987	27,299,910	7.11	3.42
1934	7,540,899,349	52,308,707	25,105,451	6.94	3.33
1933	7,220,790,618	47,842,221	23,253,139	6.63	3.22
1932	6,859,165,866	53,243,649	24,654,718	7.76	3.59
1931	8,878,320,343	66,134,691	32,192,892	7.45	3.63
1930	10,917,232,051	83,153,352	39,849,296	7.62	3.65
1929	13,091,989,908	96,459,091	46,199,483	7.37	3.53
1928	12,944,376,979	93,306,388	44,533,625	7.21	3.44
1927	12,529,704,365	98,858,335	45,674,348	7.89	3.65
1926	11,978,810,935	95,173,458	45,079,317	7.95	3.76
1925	11,966,830,189	96,486,963	45,663,953	8.06	3.82
1924	11,004,765,149	91,228,813	45,490,363	8.29	4.13
1923	11,922,243,644	100,636,820	50,067,305	8.44	4.20
1922	10,601,913,667	94,854,817	48,222,704	8.95	4.55
Total 1936-1939	37,094,188,125	259,330,957	125,663,519	6.99	3.39
Total 1922-1925	45,495,752,649	383,207,413	189,444,325	8.42	4.16
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				17.0	18.5

Defendant's Exhibit No. 95 (Witness Kilg)
Dec. 10, 1940

2948

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

FREIGHT SERVICE OPERATING AVERAGES

CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO.	ITEM	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	PER CENT INCREASE 1939 OVER 1922
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
1	Miles of line operated in freight service,.....	11,026.40	10,983.40	11,189.38	11,247.79	11,298.02	11,254.17	11,163.80	11,117.22	10,945.56	10,912.40	Dec. 1.03
2	Freight train miles,.....	19,535,159	19,000,793	19,062,857	20,152,224	18,181,303	13,351,262	14,303,464	16,672,965	14,121,022	14,617,467	Dec. 25.17
3	Freight cars per freight train,.....	37.8	41.8	45.6	48.0	46.7	41.6	43.4	43.4	44.1	45.8	21.2
4	Net tons per freight train, (excluding light trains),.....	626	680	712	742	700	608	614	681	694	736	17.6
5	Average tractive power per locomotive (pounds),.....	*41,415	40,823	42,793	44,648	47,035	47,718	50,653	51,508	52,440	52,653	* 27.1
6	Average capacity per freight car (tons),.....	40.6	41.8	42.6	44.1	45.8	45.7	46.5	46.6	47.1	47.3	16.5
7	Freight train speed (miles per hour),.....	11.3	11.5	12.3	12.9	13.6	15.2	15.7	15.6	16.3	16.4	46.3
8	Gross ton-miles (exclusive of locomotives and tenders) per freight train-hour,.....	15,433	17,492	20,337	22,774	23,458	23,470	24,793	26,350	28,332	29,770	92.9
9	Net ton-miles per freight train-hour,.....	7,076	7,810	8,740	9,574	9,513	9,232	9,607	10,542	11,265	11,978	69.
10	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	11,858	11,424	12,547	13,728	14,224	13,893	14,187	13,856	14,623	14,757	24.2

SOURCE: Item 1 - 1922, 1924, 1926 and 1928 from Form OS-A; figures for remaining years from Annual Reports to Interstate Commerce Commission.

Items 2, 3, 4, 7 and 8:- Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort freight service ÷ total locomotives available for freight service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission. * 1922 not in Annual Report and 1923 was used.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton-miles ÷ train-hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10- Gross ton-miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported in years 1922 to 1934 on Form OS-A to Interstate Commerce Commission and as reported in years 1936 to 1939 in Schedules 531 and 571 of Annual Reports to Interstate Commerce Commission.

Defendant's Exhibit No. 96 (Witness Kilg)
Dec. 11, 1940

CHICAGO-MILWAUKEE ST. PAUL AND PACIFIC RAILROAD COMPANY
(Henry A. Scandrett, Walter J. Cummings and George I. Haight, Trustees)

REVENUE FREIGHT CARRIED DURING THE YEAR 1939

Class Commodity Group No. or Class	Revenue Freight Originating on Respondent's Road		Revenue Freight Received from Connecting Carriers		Total Revenue Freight Carried Carloads
	Terminating On Line Carloads	Delivered to Connecting Carriers Carloads	Terminating On Line Carloads	Delivered to Connecting Carriers Carloads	
110 Oranges & grapefruit	1	1	3,868	1,961	5,831
111 Lemons, limes & citrus fruits n. o. s.	-	-	275	244	519
120 Apples, fresh	67	30	1,216	381	1,694
121 Bananas	-	-	1,794	444	2,238
122 Berries, fresh	3	7	41	19	70
123 Cantaloupes & melons n.o.s.	2	2	275	223	502
124 Grapes, fresh	-	3	412	637	1,052
125 Peaches, fresh	5	16	677	73	771
126 Watermelons	5	1	214	14	234
127 Fruits, fresh domestic n. o. s.	54	105	711	821	1,691
128 Fruits, fresh tropical n. o. s.	1	-	103	8	112
130 Potatoes other than sweet	1,079	1,112	3,431	788	6,410
140 Cabbage	135	501	287	47	970
141 Onions	388	847	349	179	1,763
142 Tomatoes	1	-	315	95	411
143 Vegetables, n. o. s.	252	133	2,494	3,076	5,952
Total 110 to 143, Inclusive	1,993	2,758	16,462	9,010	30,223
800 Total Products of Agriculture	101,189	38,860	34,914	10,607	185,570
810 Total Animals and Products	63,022	51,739	17,529	2,705	134,995
820 Total Products of Mines	76,855	41,509	102,668	11,387	232,419
830 Total Products of Forests	59,410	28,624	30,866	8,935	127,835
840 Total Manufactures and Miscellaneous	109,250	106,969	177,785	26,043	420,047
850 Grand Total Carload Traffic	409,726	267,701	363,762	59,677	1,100,866
Total Tons Carload Traffic	13,444,774	7,040,887	11,095,659	1,675,547	33,256,867
Total Tons L. C. L. Freight	264,594	169,821	140,066	10,074	584,555

Class Commodity Group No. or Class	Revenue Freight Originating on Respondent's Road		Revenue Freight Received from Connecting Carriers		Total Revenue Freight Carried
	Terminating On Line Carloads	Delivered to Connecting Carriers Carloads	Terminating On Line Carloads	Delivered to Connecting Carriers Carloads	
110 Oranges & grapefruit	1	1	3,868	1,961	5,831
111 Lemons, limes & citrus fruits n. o. s.	-	-	275	244	519
120 Apples, fresh	67	30	1,216	381	1,694
121 Bananas	-	-	1,794	444	2,238
122 Berries, fresh	3	7	41	19	70
123 Cantaloupes & melons n.o.s.	2	2	275	223	502
124 Grapes, fresh	-	3	412	637	1,052
125 Peaches, fresh	5	16	677	73	771
126 Watermelons	5	1	214	14	234
127 Fruits, fresh domestic n. o. s.	54	105	711	821	1,691
128 Fruits, fresh tropical n. o. s.	1	-	103	8	112
130 Potatoes other than sweet	1,079	1,112	3,431	788	6,410
140 Cabbage	135	501	287	47	970
141 Onions	388	847	349	179	1,763
142 Tomatoes	1	-	315	95	411
143 Vegetables, n. o. s.	252	133	2,494	3,076	5,955
Total 110 to 143, Inclusive	1,993	2,758	16,462	9,010	30,223
800 Total Products of Agriculture	101,189	38,860	34,914	10,607	185,570
810 Total Animals and Products	63,022	51,739	17,529	2,705	134,995
820 Total Products of Mines	76,855	41,509	102,668	11,387	232,419
830 Total Products of Forests	59,410	28,624	30,866	8,935	127,835
840 Total Manufactures and Miscellaneous	109,250	106,969	177,785	26,043	420,047
850 Grand Total Carload Traffic	409,726	267,701	363,762	59,677	1,100,866
Total Tons Carload Traffic	13,444,774	7,040,887	11,095,659	1,675,547	33,256,867
Total Tons L. C. L. Freight	264,594	169,821	140,066	10,074	584,555
Total Tons All Freight	13,709,368	7,210,708	11,235,725	1,685,621	33,841,422

Defendant's Exhibit No. 97 (Witness Kileg)
Dec. 11, 1940

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED
BETWEEN CERTAIN TERMINALS, MARCH 1ST - 10TH INCLUSIVE 1939

O. NO. DEC 11 1940	DIS- TANCE (Miles)	RULING GRADE	70 CARS OR LESS							71 CARS TO 100 CARS							101 CARS TO 125 CARS							NO. OF TRAINS
			NO. OF TRAINS	TYPE OF LOCO- MOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCO- MOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCO- MOTIVE	AVERAGE CONSIST							
					A	B	C	TONS			A	B	C	TONS			A	B	C	TONS				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)		
La Crosse, Wis.	St. Paul, Minn.	128	.30	1 14	4-8-4 2-8-2	63 13	5 35	68 48	3,993 1,555	14 10	4-8-4 2-8-2	82 26	11 63	93 88	3,853 3,643	6 3	4-8-4 2-8-2	86 13	18 99	104 112	3,979 2,783			
St. Paul, Minn.	La Crosse, Wis.	127	.30							19 11	4-8-4 2-8-2	73 49	8 37	81 86	3,588 3,195	2 10	4-8-4 2-8-2	78 41	37 71	105 112	4,537 3,578	4		
La Crosse, Wis.	Portage, Wis.	103	.66	5 5	4-8-4 2-8-2	61 20	5 19	66 39	3,825 1,571	16 10	4-8-4 2-8-2	73 34	7 51	80 85	3,591 2,799	8 1	4-8-4 2-8-2	58 17	53 94	110 111	3,826 2,936			
Portage, Wis.	La Crosse, Wis.	103	.66	3 9	4-8-4 2-8-2	50 25	13 11	63 36	3,041 1,328	25 7	4-8-4 2-8-2	67 22	21 64	88 86	3,410 2,791	2	2-8-2	28	77	103	3,380			
Milwaukee, Wis.	Portage, Wis.	92	.67	10	2-8-2	29	34	63	2,537	28 9	4-8-4 2-8-2	68 19	14 65	82 84	3,328 2,762									
Portage, Wis.	Milwaukee, Wis.	89	.50	4 10	4-8-4 2-8-2	51 22	6 33	57 55	2,404 1,755	18 6	4-8-4 2-8-2	66 58	17 26	83 84	3,535 3,333	5 4	4-8-4 2-8-2	56 31	51 78	107 109	3,876 3,352	1		
Milwaukee, Wis.	Western Ave., Ill.	82	.67	9	4-6-4	56	7	63	2,319															
Milwaukee, Wis.	Bensenville, Ill.	79	.67	2	2-8-2	51	11	62	3,009	26 14	4-8-4 2-8-2	71 44	13 41	84 85	3,718 3,170	5 9	4-8-4 2-8-2	50 5	57 106	107 111	3,984 2,658			
Bensenville, Ill.	Milwaukee, Wis.	79	.50	1 3	4-6-4 2-8-2	52 58	15 7	67 65	2,093 4,182	8 34 14	4-6-4 4-8-4 2-8-2	60 80 56	13 16 27	73 96 83	2,341 4,251 4,177	7 5	4-8-4 2-8-2	86 40	19 66	105 106	5,062 4,227			
Bensenville, Ill.	Savanna, Ill.	123	1.00	14 22	4-8-4 2-8-2	48 34	11 18	59 52	3,137 2,526	28 1	4-8-4 2-8-2	44 15	40 82	84 97	3,036 2,955	2 1	4-8-4 2-8-2	31 11	79 94	110 105	4,018 3,000			
Savanna, Ill.	Bensenville, Ill.	123	1.00	32 18	4-8-4 2-8-2	38 28	14 20	52 48	2,047 1,892	7 4	4-8-4 2-8-2	23 15	58 65	81 80	2,550 2,188									

Kileg)

ROAD COMPANY
Haight, Trustees

IDLED
CLUSIVE 1939

CONSIST	101 CARS TO 125 CARS						126 CARS AND OVER						MAXIMUM CARS PER TRAIN
	NO. OF TRAINS	TYPE OF LOCO- MOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCO- MOTIVE	AVERAGE CONSIST				
			A	B	C	TONS			A	B	C	TONS	
(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(bb)	(cc)
3,853	6	4-8-4	86	18	104	3,979							
3,643	3	2-8-2	13	99	112	3,783							119
3,588	2	4-8-4	78	37	105	4,527							
3,195	10	2-8-2	41	71	112	3,578	4	2-8-2	39	95	134	4,144	140
3,591	8	4-8-4	58	52	110	3,826							
3,799	1	2-8-2	17	94	111	2,936							116
3,410													
2,791	2	2-8-2	28	77	105	3,380							107
3,328													
3,762													96
3,535	5	4-8-4	56	51	107	3,876	1	4-8-4	3	123	128	3,770	
3,333	4	2-8-2	31	78	109	3,352							126
													69
3,718	5	4-8-4	50	57	107	3,984							
3,170	9	2-8-2	5	106	111	3,658							135
2,341													
4,251	7	4-8-4	86	19	105	5,062							
4,177	5	2-8-2	40	66	106	4,227							115
3,026	2	4-8-4	31	79	110	4,018							
2,955	1	2-8-2	11	94	105	3,000							113
2,550													
2,188													87
4,824	1	2-8-2	83	83	106	5,947							106

DEC 11 1940		DISTANCE (Miles)	RULING GRADE	NO. OF TRAINS (e)	TYPE OF LOCO- MOTIVE (f)	AVERAGE CONSIST				71 CARS TO 100 CARS				101 CARS TO 125 CARS							
(a)	(b)					(g)	(h)	(i)	(j)	NO. OF TRAINS (k)	TYPE OF LOCO- MOTIVE (l)	AVERAGE CONSIST				NO. OF TRAINS (q)	TYPE OF LOCO- MOTIVE (r)	AVERAGE CONSIST			
												A	B	C	TONS			A	B	C	TONS	A	B	C	TONS
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)
La Crosse, Wis.	St. Paul, Minn.	128	.30	1	4-8-4	63	5	68	2,993	14	4-8-4	82	11	93	3,853	6	4-8-4	86	18	104	3,979
				14	2-8-2	13	35	48	1,555	10	2-8-2	26	62	88	3,643	3	2-8-2	13	99	112	2,783
St. Paul, Minn.	La Crosse, Wis.	127	.30							19	4-8-4	73	8	81	3,588	2	4-8-4	78	27	105	4,527
										11	2-8-2	49	37	86	3,195	10	2-8-2	41	71	112	3,578
La Crosse, Wis.	Portage, Wis.	103	.66	5	4-8-4	61	5	66	2,825	16	4-8-4	73	7	80	3,591	8	4-8-4	58	52	110	3,826
				5	2-8-2	30	19	39	1,571	10	2-8-2	34	51	85	3,799	1	2-8-2	17	94	111	2,936
Portage, Wis.	La Crosse, Wis.	103	.66	3	4-8-4	50	13	63	3,041	25	4-8-4	67	21	88	3,410						
				9	2-8-2	25	11	36	1,328	7	2-8-2	22	64	86	2,791	2	2-8-2	28	77	105	3,382
Milwaukee, Wis.	Portage, Wis.	92	.67							28	4-8-4	68	14	82	3,328						
				10	2-8-2	29	34	63	2,537	9	2-8-2	19	65	84	2,762						
Portage, Wis.	Milwaukee, Wis.	89	.50	4	4-8-4	51	6	57	2,404	18	4-8-4	66	17	83	3,535	5	4-8-4	56	51	107	3,876
				10	2-8-2	22	33	55	1,755	6	2-8-2	58	26	84	3,333	4	2-8-2	31	78	109	3,353
Milwaukee, Wis.	Western Ave., Ill.	82	.67	9	4-6-4	56	7	83	2,319												
Milwaukee, Wis.	Bensenville, Ill.	79	.67							26	4-8-4	71	13	84	3,718	5	4-8-4	50	57	107	3,984
				3	2-8-2	51	11	62	3,009	14	2-8-2	44	41	85	3,170	9	2-8-2	5	106	111	3,658
Bensenville, Ill.	Milwaukee, Wis.	79	.50	1	4-6-4	52	15	67	2,093	8	4-6-4	60	13	73	2,341						
				3	2-8-2	58	7	65	4,182	24	4-8-4	80	16	96	4,251	7	4-8-4	86	19	105	5,062
										14	2-8-2	56	27	83	4,177	5	2-8-2	46	66	106	4,327
Bensenville, Ill.	Savanna, Ill.	123	1.00	14	4-8-4	48	11	59	3,137	28	4-8-4	44	40	84	3,036	2	4-8-4	31	79	110	4,018
				22	2-8-2	34	18	52	2,526	1	2-8-2	15	82	97	2,955	1	2-8-2	11	94	105	3,000
Savanna, Ill.	Bensenville, Ill.	123	1.00	32	4-8-4	38	14	52	2,047	7	4-8-4	23	58	81	2,550						
				18	2-8-2	28	20	48	1,882	4	2-8-2	15	65	80	2,188						
Faithorn, Ill.	Bensenville, Ill.	45	.50	7	2-8-2	62	3	65	4,513	48	2-8-2	65	22	87	4,834	1	2-8-2	83	23	106	5,947
Bensenville, Ill.	Faithorn, Ill.	45	.57	13	2-8-2	7	49	56	1,408	35	2-8-2	28	61	89	2,564	5	2-8-2	15	81	106	2,533
W. Clinton, Ind.	Faithorn, Ill.	122	.50	6	2-8-2	61	3	64	4,793	49	2-8-2	71	13	84	5,267	8	2-8-2	71	35	106	5,596
Faithorn, Ill.	W. Clinton, Ind.	122	.50	9	2-8-2	15	47	62	1,906	49	2-8-2	17	66	83	2,347	7	2-8-2	19	88	107	2,689
Terre Haute, Ind.	W. Clinton, Ind.	26	.58	38	2-8-2	56	7	63	4,113	4	2-8-2	87	8	95	6,726	4	2-8-2	89	25	114	7,641
W. Clinton, Ind.	Terre Haute, Ind.	26	1.00	32	2-8-2	14	38	52	1,597	6	2-8-2	-	88	88	1,999	7	2-8-2	-	113	113	2,578
TOTAL TRAINS		871		267						490						102					
PER CENT OF TOTAL		100		30.7						56.3						11.7					
AVERAGE CARS PER TRAIN		80		56						85						108					

CONSIST TONS (p)	NO. OF TRAINS (q)	TYPE OF LOCO- MOTIVE (r)	AVERAGE CONSIST				NO. OF TRAINS (w)	TYPE OF LOCO- MOTIVE (x)	AVERAGE CONSIST				MAXIMUM CARS PER TRAIN (gg)
			A (s)	B (t)	C (u)	TONS (v)			A (y)	B (z)	C (aa)	TONS (bb)	
3,853 3,643	6 3	4-8-4 2-8-2	86 13	18 99	104 112	3,979 3,783							119
3,588 3,195	2 10	4-8-4 2-8-2	78 41	37 71	105 112	4,527 3,578	4	2-8-2	39	95	134	4,144	140
3,591 2,799	8 1	4-8-4 2-8-2	58 17	52 94	110 111	3,826 2,936							116
3,410 2,791	2	2-8-2	28	77	105	3,380							107
3,328 2,762													98
3,535 3,333	5 4	4-8-4 2-8-2	56 31	51 78	107 109	3,876 3,352	1	4-8-4	3	123	126	2,770	126
													69
3,716 3,170	5 9	4-8-4 2-8-2	50 5	57 106	107 111	3,984 3,658							135
2,341 4,251 4,177	7 5	4-8-4 2-8-2	86 40	19 66	105 106	5,062 4,227							115
3,026 2,955	2 1	4-8-4 2-8-2	71 11	79 94	110 105	4,018 3,000							113
2,550 2,128													87
4,834	1	2-8-2	83	43	106	5,947							106
2,564	5	2-8-2	15	91	106	2,533							113
5,267	8	2-8-2	71	35	106	5,596	1	2-8-2	35	102	137	4,976	137
2,247	7	2-8-2	19	88	107	2,689							121
6,726	4	2-8-2	89	35	114	7,641	3	2-8-2	85	46	131	7,627	135
1,999	7	2-8-2	-	113	113	2,578	3	2-8-2	-	133	133	3,148	136
	102 11.7 108						12 1.3 133						

Defendant's Exhibit No. 98 (Witness Kileg)
Dec. 11, 1940

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY
Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

MAXIMUM NUMBER OF CARS HANDLED IN SELECTED THROUGH MAIN LINE PASSENGER TRAINS
OPERATING BETWEEN CHICAGO AND MINNEAPOLIS DURING MONTHS OF JANUARY, APRIL, JULY AND OCTOBER, 1939

LINE NO. (a)	TRAIN NO. (b)	TRAIN (c)	MILES (d)	NUMBER OF CARS													TOTAL TRAINS (r)
				5 (e)	6 (f)	7 (g)	8 (h)	9 (i)	10 (j)	11 (k)	12 (l)	13 (m)	14 (n)	15 (o)	16 (p)	17 & OVER (q)	
WESTBOUND																	
1	1	Pioneer Limited	421	-	-	-	-	-	2	20	53	28	9	7	1	3	123
2	5	Morning Hiawatha	421	1	-	2	2	12	4	50	29	14	8	3	-	-	125
3	101	Afternoon Hiawatha	421	-	-	1	2	81	8	21	9	3	2	-	-	-	127
4	15	Olympian	421	-	-	-	-	-	-	-	-	2	28	40	35	18	123
5	57	Fast Mail	421	-	-	-	-	2	4	8	9	13	14	24	24	25	123
6		TOTAL		1	-	3	4	95	18	99	100	60	61	74	60	46	621
7		PER CENT OF TOTAL		0.16	-	0.48	0.65	15.30	2.90	15.94	16.10	9.66	9.82	11.92	9.66	7.41	109.00
EASTBOUND																	
8	4	Pioneer Limited	421	-	-	-	-	-	-	37	44	20	12	5	3	2	123
9	6	Morning Hiawatha	421	-	-	1	4	54	43	9	4	4	4	-	-	-	123
10	100	Afternoon Hiawatha	421	-	-	1	1	78	9	21	6	6	3	-	-	-	125
11	16	Olympian	421	-	-	-	-	-	-	34	16	29	30	4	10	-	123
12	56	Fast Mail	421	-	-	-	-	-	1	9	16	42	29	17	8	1	123
13		TOTAL		-	-	2	5	132	53	110	86	101	78	26	21	3	617
14		PER CENT OF TOTAL		-	-	0.33	0.81	21.39	8.59	17.83	13.94	16.37	12.64	4.21	3.40	0.49	100.00

TOTAL TRAINS OVER 14 CARS

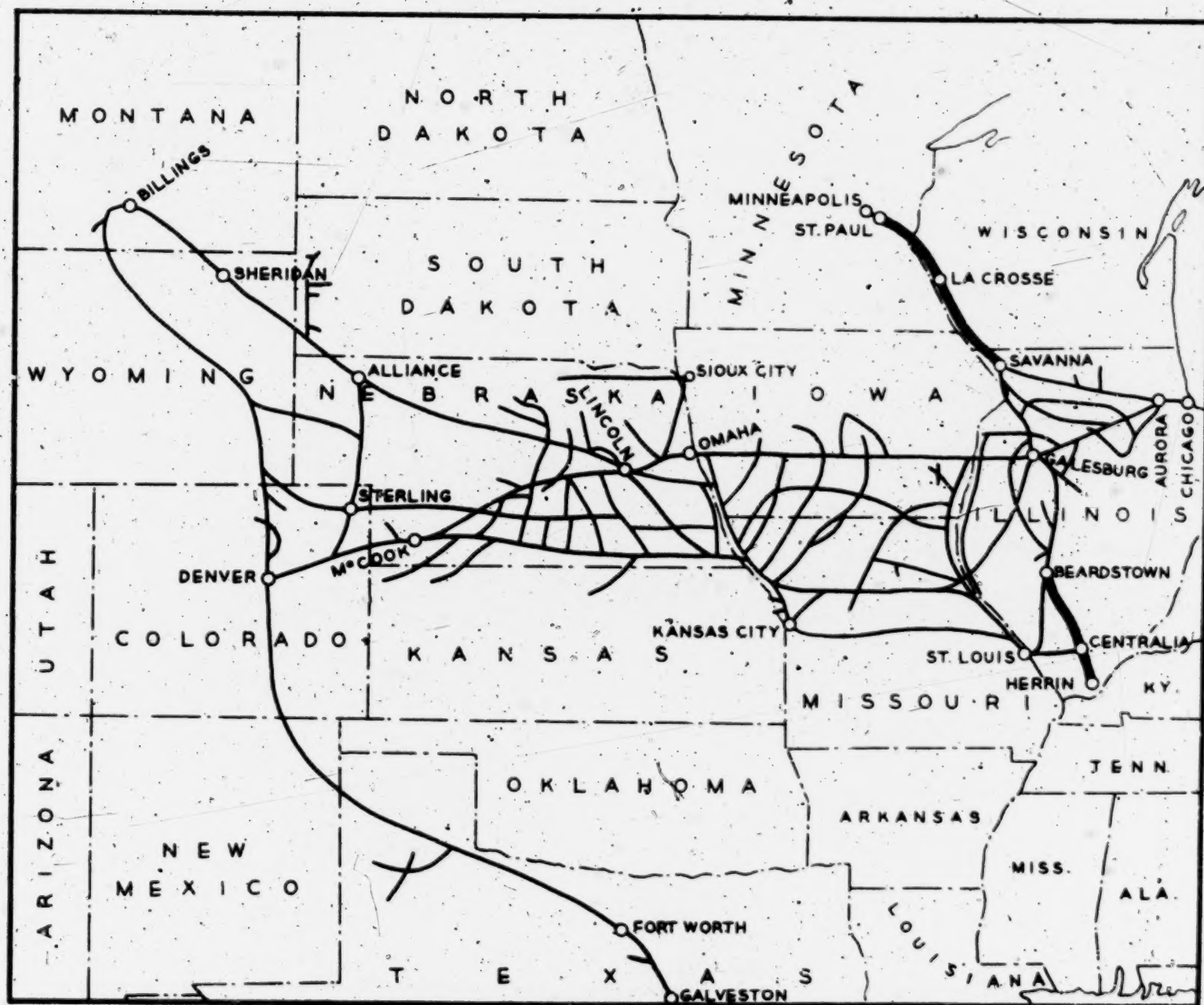
230 OR 18.58%

TOTAL TRAINS 14 CARS OR UNDER

1,008 OR 81.42%

TOTAL TRAINS

1,238 OR 100.00%



CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

HEAVY LINE INDICATES TERRITORY
COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT

Defendant's Exhibit No. 100 (Witness Peckenbaugh)
Dec. 11, 1940

EXPLANATION OF SYMBOLS USED BELOW
UNDER HEADING "AVERAGE CONSIST"

A - Perishable loads
B - Other loads
C - Empty cars and includes caboose
D - Total all cars

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

TYPICAL EXAMPLES OF THROUGH ROAD FREIGHT TRAINS RUN BETWEEN TERMINALS SHOWN FOR CONTINUOUS
TEN DAY PERIOD IN SEPTEMBER, 1939 (SEPTEMBER 11 to 20, INCLUSIVE)

		70 CARS OR LESS										71 CARS TO 100 CARS							101 CARS TO 125 CARS						
FROM	TO	DISTANCE (Miles)	RULING GRADE	NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST					
(a)	(b)	(c)	(d)	(e)	(f)	A	B	C	D	TONS	(i)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)		
St. Paul, Minn.	LaCrosse, Wis.	128	.30	9	Light Mikado	7	43	8	58	2,418															
St. Paul, Minn.	LaCrosse, Wis.	128	.30								19	Mohawk	14	66	11	91	3,945	1	Mohawk	26	69	10	10		
LaCrosse, Wis.	St. Paul, Minn.	128	.30	3	Light Mikado	4	16	15	35	1,204	4	Light Mikado	-	10	74	84	2,266								
LaCrosse, Wis.	St. Paul, Minn.	128	.30	4	Mohawk	1	52	10	63	2,657	13	Mohawk	1	64	19	84	3,009	3	Mohawk	2	41	61	10		
Savanna, Ill.	LaCrosse, Wis.	157	.30	4	Light Mikado	-	16	26	42	1,546	4	Light Mikado	-	36	49	85	3,230	3	Light Mikado	-	42	72	11		
Savanna, Ill.	LaCrosse, Wis.	157	.30	2	Mohawk	3	58	7	68	2,743	16	Mohawk	1	68	16	85	3,370	2	Mohawk	-	84	20	10		
LaCrosse, Wis.	Savanna, Ill.	157	.30	5	Light Mikado	11	48	8	67	3,075	6	Light Mikado	4	47	27	78	2,611	1	Light Mikado	-	1	116	11		
LaCrosse, Wis.	Savanna, Ill.	157	.30								17	Mohawk	16	63	12	91	3,903	3	Mohawk	14	74	17	10		
Beardstown, Ill.	Centralia, Ill.	134	1.19	8	Light Mikado	4	15	18	37	1,204															
Beardstown, Ill.	Centralia, Ill.	134	1.19	2	Large Mikado	6	23	15	44	1,503															
Beardstown, Ill.	Centralia, Ill.	134	1.19	5	Santa Fe	-	9	39	48	1,451	5	Santa Fe	-	5	87	92	2,187	3	Santa Fe	-	4	108	11		
Beardstown, Ill.	Centralia, Ill.	134	1.19	2	Texas	-	3	67	70	1,607	2	Texas	-	-	91	91	1,968	3	Texas	-	3	113	11		
Centralia, Ill.	Beardstown, Ill.	134	.30	7	Light Mikado	-	37	6	43	2,121															
Centralia, Ill.	Beardstown, Ill.	134	.30	2	Large Mikado	-	42	7	49	2,402															
Centralia, Ill.	Beardstown, Ill.	134	.30	1	Santa Fe	-	57	5	62	2,976	12	Santa Fe	-	82	10	92	5,577	3	Santa Fe	-	88	14	10		
Centralia, Ill.	Beardstown, Ill.	134	.30															6	Texas	-	116	3	11		
Centralia, Ill.	Herrin, Ill.	54	.50	11	Santa Fe	-	7	44	51	1,238	11	Santa Fe	-	5	86	91	2,075	2	Santa Fe	-	3	115	11		
Herrin, Ill.	Centralia, Ill.	54	.30								20	Santa Fe	-	85	5	90	5,905	9	Santa Fe	-	99	3	10		
TOTAL ALL TRAINS		258		63							129							39							
PER CENT OF ALL TRAINS		100%		24.4							50.0							15.1							
AVERAGE CARS PER TRAIN		67		51							59							109							

100 (Witness Peckenbaugh)

0

RAILROAD COMPANY

RUN BETWEEN TERMINALS SHOWN FOR CONTINUOUS
SEPTEMBER 11 to 20, INCLUSIVE)

100 CARS					101 CARS TO 125 CARS					126 CARS AND OVER					MAXIMUM CARS PER TRAIN			
AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST						
B	C	D	TONS			A	B	C	D			TONS	A	B		C	D	TONS
(o)	(p)	(q)	(r)			(u)	(v)	(w)	(x)			(y)	(aa)	(bb)		(cc)	(dd)	(ee)	(ff)	(gg)
66	11	91	3,945	1	Mohawk	26	69	10	105	4,074	7	Light Mikado	-	2	134	136	2,870	{ 138
10	74	84	2,266	3	Mohawk	2	41	61	104	3,232								{ 108
64	19	84	3,009															
36	49	85	3,230	3	Light Mikado	-	42	72	114	4,538								{ 125
68	16	85	3,370	2	Mohawk	-	84	20	104	3,427								
47	27	78	2,611	1	Light Mikado	-	1	116	117	2,951	8	Light Mikado	-	3	134	137	3,026	{ 142
63	12	91	3,903	3	Mohawk	-	74	17	105	4,097								
5	87	92	2,187	3	Santa Fe	-	4	108	112	2,561	3	Santa Fe	-	5	124	129	3,101	{ 132
-	91	91	1,968	3	Texas	-	3	113	116	2,488	1	Texas	-	-	132	132	2,639	
82	10	92	5,677	3	Santa Fe	-	88	14	102	6,102	1	Texas	-	1	5	126	8,320	{ 126
				6	Texas	-	116	3	119	7,925								
5	86	91	2,075	2	Santa Fe	-	3	115	118	2,529	7	Santa Fe	-		136	136	2,959	{ 147
85	5	90	5,905	9	Santa Fe	-	99	3	102	6,528								
				39						27								
				15.1						10.8								
				100						136								

Defendant's Exhibit No. 101 (Witness Peckenbaugh)
Dec. 11, 1940

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Maximum Number of Cars Handled in Various Main Line Passenger Trains

Total for 10 day period of Sept. 11th to 20th, 1939

Train No.	EAST	Miles	5	6	7	8	9	10	Number of Cars								Total
									11	12	13	14	15	16	17 & over		
10	Denver Zephyr Denver Chicago	1 039								10							10
40	Exposition Flyer Denver Chicago	1 018				3	3	4									10
2	Denver Omaha	538				2		1	2	1	2		2				10
8	Omaha Chicago	496								2	2	4	1	1			10
12	Aksarben Omaha Chicago	496										8	2				10
44	Empire Builder St. Paul Chicago	427						2	5	1	1		1				10
50	North Coast Limited St. Paul Chicago	427							6	1		2		1			10
<u>WEST</u>																	
49	Empire Builder Chicago St. Paul	427							4	4	1				1		10
51	North Coast Limited Chicago St. Paul	427						6	3	1							10
1	Denver Zephyr Chicago Denver	1 034								10							10
9-39	Exposition Flyer Chicago Denver	1 034									5	4			1		10
3	Overland Limited Omaha Denver	538												1	9		10
7	Fast Mail Chicago Omaha	496				1			2	3	3		1				10
5	Aksarben Chicago Omaha	501									1	7	1	1			10
Total						6	3	13	22	33	15	25	8	4	11		140
Percent of Total						4.3	2.1	9.3	15.7	23.6	10.7	17.9	5.7	2.8	7.9		

Defendant's Exhibit No. 102 (Witness E.A. White)
Dec. 11, 1940

D. CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES
RELATED TO TRAFFIC

CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON-MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON-MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSPORTATION EXPENSES (f)
1939	8,417,254,230	\$ 49,667,902	\$24,079,371	\$5.90	\$2.86
1938	7,876,092,493	46,485,558	23,520,822	5.90	3.00
1937	9,423,152,685	53,134,728	26,245,501	5.64	2.79
1936	9,062,367,188	51,568,994	25,354,863	5.69	2.80
1935	7,522,419,565	44,464,660	21,974,560	5.91	2.92
1934	7,137,167,686	41,102,230	20,387,395	5.76	2.86
1933	6,598,638,696	38,076,339	19,112,469	5.77	2.90
1932	6,297,638,926	40,607,364	20,012,332	6.45	3.18
1931	8,888,693,958	54,903,035	26,995,591	6.18	3.04
1930	11,356,358,912	70,783,925	34,060,951	6.23	3.00
1929	12,873,521,492	81,080,606	38,555,883	6.30	2.99
1928	12,931,723,281	83,298,364	39,085,862	6.44	3.02
1927	11,942,859,045	80,582,534	39,217,201	6.75	3.28
1926	12,651,221,639	85,349,579	40,091,712	6.75	3.17
1925	12,298,287,741	85,375,245	40,479,808	6.94	3.29
1924	12,287,747,306	88,235,767	42,809,018	7.18	3.48
1923	12,690,384,346	101,617,298	47,939,723	8.01	3.78
1922	11,754,595,862	94,976,384	46,566,367	8.08	3.96
TOTAL 1922- 1939	1,178,844,504	2,011,857,182	1,000,000,000	5.90	3.00

CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON-MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON-MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSPORTATION EXPENSES (f)
1939	8,417,254,230	\$ 49,667,902	\$24,079,371	\$5.90	\$2.86
1938	7,876,092,493	46,485,558	23,620,822	5.90	3.00
1937	9,423,152,685	53,134,723	26,245,501	5.64	2.79
1936	9,062,367,188	51,568,774	25,354,863	5.69	2.80
1935	7,522,419,565	44,464,660	21,974,560	5.91	2.92
1934	7,137,167,686	41,102,230	20,387,395	5.76	2.86
1933	6,598,638,696	38,076,339	19,112,469	5.77	2.90
1932	6,297,638,946	40,607,364	20,012,332	6.45	3.18
1931	8,888,693,958	54,903,035	26,995,591	6.18	3.04
1930	11,356,358,912	70,783,925	34,060,951	6.23	3.00
1929	12,873,521,492	81,080,606	38,555,883	6.30	2.99
1928	12,931,723,281	83,298,364	39,085,862	6.44	3.02
1927	11,942,359,045	80,582,534	39,217,201	6.75	3.28
1926	12,551,221,639	85,349,579	40,091,712	6.75	3.17
1925	12,298,287,741	85,375,245	40,479,808	6.94	3.29
1924	12,287,747,306	88,235,767	42,809,018	7.18	3.48
1923	12,690,384,346	101,617,298	47,939,723	8.01	3.78
1922	11,754,595,862	94,976,384	46,566,367	8.08	3.96
TOTAL 1936- 1939	34,778,866,596	200,857,182	99,300,557	5.78	2.86
TOTAL 1922- 1925	49,031,015,753	370,204,694	177,794,916	7.55	3.63
PER CENT OF IMPROVEMENT 4 YEARS 1936 - 1939 COMPARED WITH 4 YEARS 1922 - 1925				23.4	21.2

SOURCE: Revenue ton-miles, freight operating and transportation expenses -
Annual Reports to Interstate Commerce Commission.

Defendant's Exhibit No. 103 (Witness F.A. White)
Dec. 11, 1940

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

FREIGHT SERVICE OPERATING AVERAGES
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PERCENT INCREASE 1939 OVER 1922 (m)
1	Miles of line operated in freight service,.....	9,326	9,337	9,348	9,318	9,281	9,212	9,058	8,943	8,905	8,922	Dec. 4.3
2	Freight train miles,.....	18,711,594	18,980,218	18,616,607	18,108,927	15,832,993	12,009,187	14,031,619	16,245,498	13,051,444	13,479,993	Dec. 28.0
3	Freight cars per freight train,.....	41.5	44.5	48.5	50.9	51.5	43.2	43.0	42.3	45.4	46.3	11.6
4	Net tons per freight train,.....	727	746	794	844	830	620	609	665	699	727	-
5	Average tractive power per locomotive (pounds),.....	35,394	36,214	37,762	41,600	45,251	45,286	48,705	48,515	49,048	49,508	39.9
6	Average capacity per freight carrying car (tons),.....	42.2	42.1	43.1	43.1	43.3	43.3	43.1	43.2	44.2	44.4	5.2
7	Freight train speed (miles per hour)	11.9	12.3	12.8	13.2	14.0	16.2	17.5	17.3	17.3	17.6	47.9
8	Gross ton-miles per freight train-hour,.....	18,442	20,239	22,574	24,663	26,140	24,048	26,406	27,385	30,357	32,145	74.3
9	Net ton-miles per freight train-hour	8,644	9,209	10,162	11,176	11,655	10,047	10,630	11,426	12,043	12,727	47.2
10	Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel,.....	10,458	10,995	12,747	14,245	14,795	13,662	13,945	13,676	14,992	15,526	48.5

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Form OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cabooses) ÷ equated net tons of fuel consumed as reported to Interstate Commerce Commission in years 1922 to 1934, inclusive, on Form OS-A and as reported in Years 1936, 1938 and 1939 on Forms OS-A and OS-E respectively.

Defendant's Exhibit No. 104 (Witness White)
Dec. 11, 1940

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY

NUMBER OF CARS OF REVENUE FREIGHT CARRIED DURING THE

CLASS NUMBER	COMMODITY GROUP OR CLASS	ORIGINATING ON LINE		RECEIVED FROM CONNECTING CARRIERS		TOTAL CARRIED
		TERMINATING DELIVERED TO ON LINE	CONNECTING CARRIERS	TERMINATING DELIVERED TO ON LINE	CONNECTING CARRIERS	
(a)	(b)	(c)	(d)	(e)	(f)	(g)
110	Oranges & grapefruit	-	-	2,028	2,756	4,784
111	Lemons, limes & citrus fruits n.o.s.	-	-	91	177	268
120	Apples, fresh	194	77	1,709	7,154	9,134
121	Bananas	-	-	2,811	1,007	3,818
122	Berries, fresh	3	1	145	109	258
123	Cantaloupes & melons n. o. s.	9	1	408	979	1,397
124	Grapes, fresh	33	61	217	1,367	1,678
125	Peaches, fresh	23	53	474	577	1,127
126	Watermelons	27	2	170	115	314
127	Fruits, fresh domestic n. o. s.	10	3	651	1,931	2,595
128	Fruits, fresh tropical n. o. s.	-	-	44	17	61
130	Potatoes other than sweet	1,058	3,057	4,452	4,889	13,456
140	Cabbage	42	71	335	206	654
141	Onions	18	51	347	437	853
142	Tomatoes	8	-	420	594	1,022
143	Vegetables, fresh n. o. s.	115	318	3,616	8,873	12,922
Total 110 to 143, Inclusive		1,540	3,695	17,918	31,188	54,341
800	Total Products of Agriculture	81,567	39,468	33,841	40,046	194,922
850	Total Carload Traffic	307,035	235,642	235,781	161,177	939,635

Defendant's Exhibit No. 105 (Witness Gareiss)
Dec. 11, 1940

ILLINOIS CENTRAL RAILROAD COMPANY

NUMBER OF CARLOADS OF REVENUE FREIGHT CARRIED OF CERTAIN SELECTED COMMODITIES,
TOTAL PRODUCTS OF AGRICULTURE AND TOTAL CARLOAD TRAFFIC, AS SHOWN ON SCHEDULE
541 OF THE ANNUAL REPORT TO THE INTERSTATE COMMERCE COMMISSION.

CALENDAR YEAR 1939

CLASS NUMBER	COMMODITY GROUP OR CLASS	ORIGINATING ON RESPONDENT'S ROAD		RECEIVED FROM CONNECTING CARRIERS		TOTAL CARRIED
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	
(a)	(b)	(c)	(d)	(e)	(f)	(g)
110	Oranges & grapefruit	1	4	4,122	2,820	6,947
111	Lemons, limes & citrus fruits n.o.s.	1	-	226	563	790
120	Apples, fresh	32	187	1,348	1,639	3,206
121	Bananas	7,705	10,249	2,722	3,229	23,905
122	Berries, fresh	61	193	99	96	449
123	Cantaloupes & melons n. o. s.	2	6	88	306	402
124	Grapes, fresh	-	-	180	1,818	1,998
125	Peaches, fresh	74	300	293	196	863
126	Watermelons	45	65	1,232	1,031	2,373
127	Fruits, fresh domestic n. o. s.	43	97	460	1,993	2,593
128	Fruits, fresh tropical n. o. s.	2	13	161	178	354
130	Potatoes other than sweet	97	126	7,451	6,311	13,985
140	Cabbage	418	2,031	931	646	4,026
141	Onions	77	26	685	452	1,240
142	Tomatoes	370	1,597	753	931	3,651
143	Vegetables, fresh n. o. s.	521	806	2,792	6,669	10,788
Total		9,449	15,700	23,543	28,878	77,570
800	Total Products of Agriculture	68,056	56,839	49,431	50,876	225,202
850	Grand Total Carload Traffic	276,441	327,600	263,007	232,849	1,099,897

Defendant's Exhibit No. 106 (Witness Gareiss)
Dec. 11, 1940

THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY

STATEMENT SHOWING NUMBER OF CARLOADS OF REVENUE FREIGHT CARRIED OF CERTAIN
 SELECTED COMMODITIES, TOTAL PRODUCTS OF AGRICULTURE AND TOTAL CARLOAD
 TRAFFIC, AS SHOWN ON SCHEDULE 541 OF THE ANNUAL REPORT TO THE INTERSTATE
 COMMERCE COMMISSION.

CALENDAR YEAR 1939

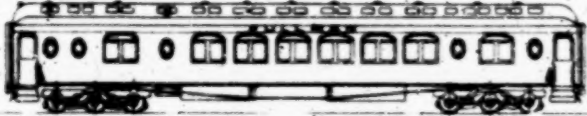

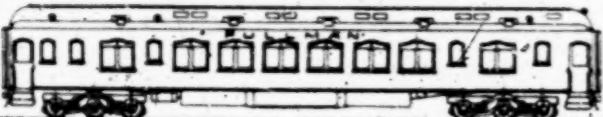
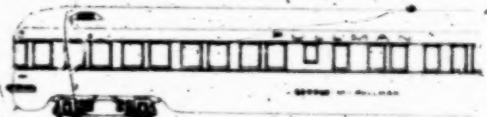
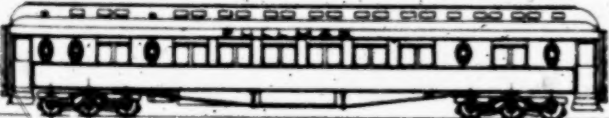


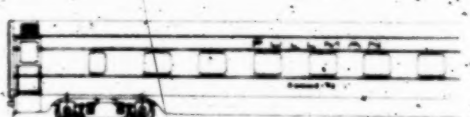


CLASS NUMBER	COMMODITY GROUP OR CLASS	ORIGINATING ON RESPONDENT'S ROAD		RECEIVED FROM CONNECTING CARRIERS		TOTAL CARRIED
		TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	TERMINATING ON LINE	DELIVERED TO CONNECTING CARRIERS	
(a)	(b)	(c)	(d)	(e)	(f)	(g)
110	Oranges & grapefruit	11	1	293	345	650
111	Lemons, limes & citrus fruits n.o.s.	-	-	78	611	689
120	Apples, fresh	1	-	184	47	232
121	Bananas	20	16	101	276	413
122	Berries, fresh	-	-	-	1	1
123	Cantaloupes & melons n. o. s.	-	11	3	27	41
124	Grapes, fresh	-	-	64	90	154
125	Peaches, fresh	-	-	4	15	19
126	Watermelons	-	105	3	62	170
127	Fruits, fresh domestic n. o. s.	1	-	6	8	15
128	Fruits, fresh tropical n. o. s.	-	1	-	-	1
130	Potatoes other than sweet	10	211	433	141	795
140	Cabbage	8	312	49	153	522
141	Onions	1	-	73	104	178
142	Tomatoes	4	350	51	237	642
143	Vegetables, fresh n. o. s.	1	744	278	905	1,928
Total		57	1,751	1,620	3,022	6,450
800	Total Products of Agriculture	28,009	15,208	8,842	7,993	60,052
890	Grand Total Carload Traffic	80,235	80,534	66,687	38,791	266,247

Dec. 11, 1940.


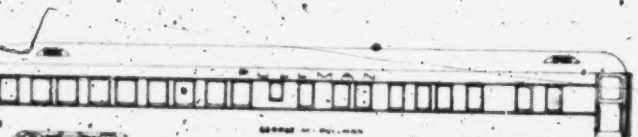

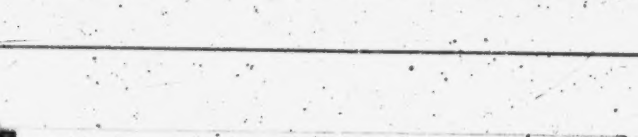



THE PULLMAN COMPANY

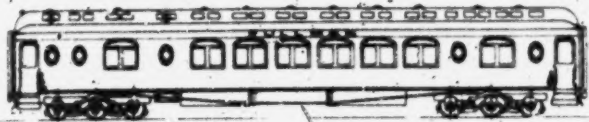

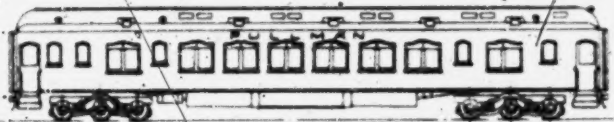
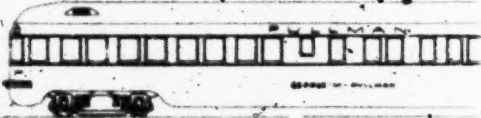
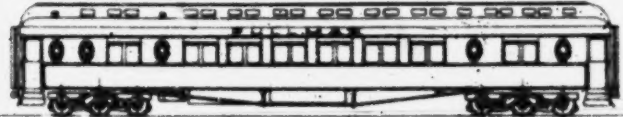
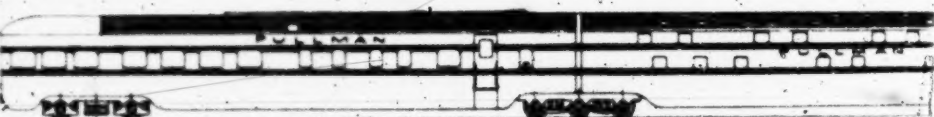
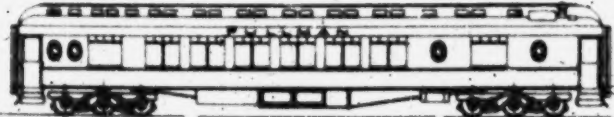
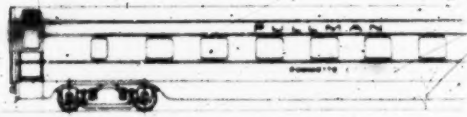
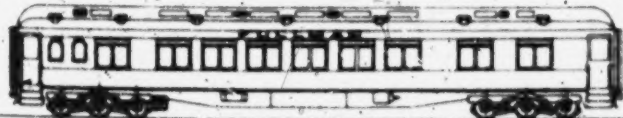
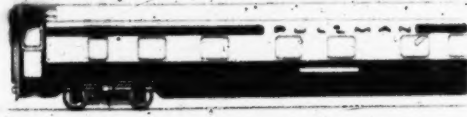
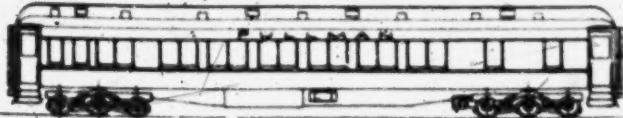

CHRONOLOGY OF ADVANCES IN SLEEPING CAR CONSTRUCTION

YEARS 1900 TO 1940

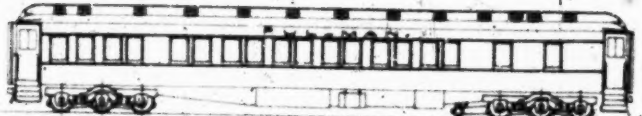
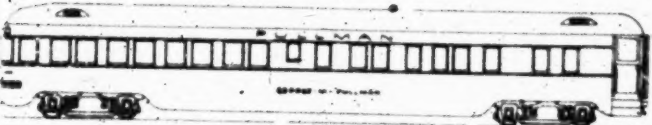
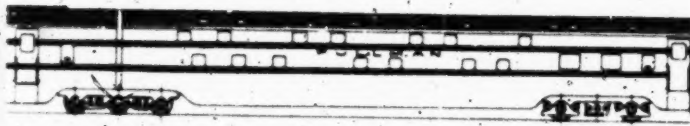
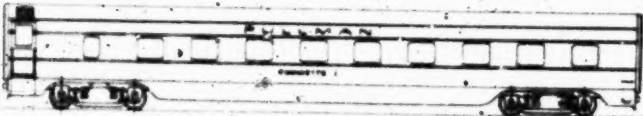


	YEAR	NEW FEATURES	LENGTH OVER PLATFORMS COUPLED	AVERAGE WEIGHT ONE TRUCK	AVERAGE WEIGHT OF ONE TRUCK	SIDE ELEVATION
	1900	HELICAL SPRING DRAFT GEAR. NATIONAL COUPLERS WITH HOOK CENTERING DEVICE. WROUGHT IRON BODY BOLSTERS. WOOD & STEEL TRUSS ROD UNDERFRAME. WOOD BODY WITH WOOD & CHAINS ROOF & WOOD INTERIOR. WOOD FRAME VESTIBULE.	78'-10"	120,000 lbs.	19,000 lbs.	
	1901	ALL BRASS SCHEDULE ONE 16" CYLINDER BODY HUNG. 1750 6 WHEEL TRUCK WOOD FRAME STEEL PLATES. TRIPLE BRAKES, 5' x 9" JOURNALS.				
	1902	ALL BRASS SCHEDULE ONE 16" CYLINDER BODY HUNG. 1750 6 WHEEL TRUCK WOOD FRAME STEEL PLATES. TRIPLE BRAKES, 5' x 9" JOURNALS.				
	1903	ALL BRASS SCHEDULE ONE 16" CYLINDER BODY HUNG. 1750 6 WHEEL TRUCK WOOD FRAME STEEL PLATES. TRIPLE BRAKES, 5' x 9" JOURNALS. SAFETY HOT WATER HEAT. PINTOCK END LIGHTING. 1/4" SPERM THERMALING.				
	1904	NATIONAL COUPLERS WITH CHAFFER CENTERING DEVICE. ALL BRASS SCHEDULE ONE 16" CYLINDER BODY HUNG. 1750 6 WHEEL TRUCK WOOD FRAME STEEL PLATES. TRIPLE BRAKES, 5' x 9" JOURNALS. DIAMOND SPECIAL FORGED STEEL BRASS BEAMS.	80'-4"	122,000 lbs.	19,000 lbs.	
	1906	NESTINGHOUSE D-3 UNDER TYPE ACTION DRAFT GEAR. BUNNIP 3-STEEL COUPLERS. CAST STEEL BODY BOLSTERS. WOOD & STEEL VESTIBULE. ALL BRASS SCHEDULE TWO 16" CYLINDERS. END & ELECTRIC LIGHTS WITH HEAD END ELECTRIC UNIT.	81'-6"	124,000 lbs.	19,000 lbs.	
	1907	FIRST ALL STEEL STRUCTURE PULLMAN CAR. TRUSS ROD STEEL UNDERFRAME WITH 10" I BEAM SILL. STEEL BODY WITH STEEL PLATE EXTERIOR. STEEL ROOF. STEEL VESTIBULE. ALL BRASS SCHEDULE WITH ONE 16" CYLINDER. END & ELECTRIC LIGHTS WITH BATTERIES.	80'-5"	165,625 lbs.	20,300 lbs.	
	1910	BODY STEEL WITH INTERLOCKING STEEL SHEATHING. EXTERIOR STEEL ROOF & STEEL VESTIBULE. COMBINATION CAST STEEL PLATFORMS & BODY BOLSTERS. BUILT UP STEEL CENTER RAILS 24" DEEP STEEL INTERIOR. NEW 1750 CAST STEEL TRUCK, 5' x 9" JOURNALS TRIPLE BRAKES. PISTON COUPLERS, WOOD HEAT. ELECTRIC LIGHTS WITH ALL DRIVEN GENERATOR.	81'-10"	150,100 lbs.	22,000 lbs.	
	1911	A.C. BRASS SCHEDULE WITH TWO 16" CYLINDERS.	81'-10"	150,300 lbs.	22,000 lbs.	
	1912	CISCO TUBULAR TYPE STEEL BRASS BEAMS. VESTIBULE STEEL U-BRACE CONSTRUCTION. ROLLED STEEL WHEELS 36" DIA.	81'-10"	151,100 lbs.	22,000 lbs.	
	1913					

R CONSTRUCTION

SIDE ELEVATION	YEAR	NEW FEATURES	LENGTH AND PLATFORM HEIGHT OF COUPLED	AVERAGE WEIGHT OF 2 TRUCKS	AVERAGE WEIGHT OF ONE TRUCK
	1923	LENGTH OF CARS INCREASED. HEIGHT OF CARS INCREASED.	82'-11 1/2"	161,700 lbs.	22,800 lbs.
	1927	NEW 2411 CAST STEEL TRUCK. WALSH FRICTION PLATES DRAFT GEAR. 2" STEAM TRAINLINE METAL CONNECTORS. FIRST MECHANICAL AIR CONDITIONING SYSTEM TIED OUT ON EXISTING CARS.	82'-11 1/2"	170,000 lbs.	24,000 lbs.
	1929	FIRST TEST APPLICATION OF ICE ACTUATED AIR CONDITIONING SYSTEM TO EXISTING CARS.			
	1933	FIRST ALL ALUMINUM LIGHTWEIGHT PULLMAN CAR. SPECIAL WALSH RUBBER TYPE DRAFT GEAR. SPECIAL TYPE 'D' COUPLER. ROLLED STEEL WHEELS. H-S-C BRAKE SCHEDULE 16" DIA CYLINDER. SPECIAL 4-WHEEL TRUCKS, LATER CHANGED TO STD. 6-WHEEL CAST STEEL TRUCKS. ALUMINUM ALLOY UNDERFRAME AND BODY. ALUMINUM ALLOY BODY BOLSTERS BUILT UP TYPE. ALUMINUM ALLOY ROOF. 2" STEAM TRAINLINE. ALUMINUM ALLOY VESTIBULE SPECIAL. VAPOR HEAT. AIR CONDITIONED.	84'-3"	119,700 lbs.	
	1934	ALL ALUMINUM ARTICULATED STEAMLINER 'CITY OF PORTLAND' ALUMINUM CONSTRUCTION.	64'-6"	63,690 lbs.	16,200 lbs.
	1935	WHEELS WITH LARGER WHEEL SEATS AND CENTERS INTRODUCED FOR CONVENTIONAL & LIGHT AGENT CARS.			
	1936	LIGHT WEIGHT TRUCK UNIT DRAFTED UNDER THE HIGH TENSILE STEEL CAR STRUCTURE. SPECIAL WALSH RUBBER MAT DRAFT GEAR. THAT LAY OUTSIDE H-S-C BRAKE WITH TRUCK HUNG CYLINDERS. 8" DIA TRUCKS. TWO 4-WHEEL TRIPLE BOLSTER AND 6-WHEEL DOUBLE BOLSTER ROLLER BEARING JOURNALS. 34" DIA ROLLED STEEL WHEELS. UNDERFRAME, BODY, BODY BOLSTERS & END HIGH TENSILE STEEL. AIR CONDITIONED. BUILT UP ALLOY STEEL VESTIBULE.	193'-0"	223,200 lbs.	4-WHEEL 9,600 lbs. 6-WHEEL 23,400 lbs.
	1936	'CITY OF LOS ANGELES' STEAMLINER. ALUMINUM 'CITY OF SAN FRANCISCO' STEAMLINER. COMPOSITE 'CITY OF DENVER' STEAMLINER.	64'-10 1/2" 64'-10 1/2" 62'-6"	70,436 lbs. 69,640 lbs. 60,980 lbs.	18,739 lbs. 18,436 lbs. 17,666 lbs.
	1937	FIRST WELDED GIRDER TYPE HIGH TENSILE STEEL CAR STRUCTURE. WALSH RUBBER MAT DRAFT GEAR. H-S-C BRAKE SCHEDULE WITH FOUR 16" TRUCK HUNG CYLINDERS. HEAT TREATED 3/4" DIA STEEL WHEELS. 2" STEAM TRAINLINE. TRUCKS 4-WHEEL, ROLLED STEEL TYPE BOLSTER AIR CONDITIONED.	84'-6"	130,690 lbs.	18,830 lbs.
	1938	NEW LIGHT WEIGHT HIGH TENSILE STEEL CAR STRUCTURE WITH TRUSS FRAME & CORRUGATED STAINLESS STEEL EXTERIOR. 16" DIA WHEELS. BRAKES H-S-C SCHEDULE WITH FOUR 16" TRUCK HUNG BRAKE CYLINDERS. TRUCKS 4-WHEEL TRIPLE BOLSTER. HIGH TENSILE STEEL ROLLING STAINLESS STEEL EXTERIOR. 8" x 10" JOURNALS	84'-6"	116,000 lbs.	18,400 lbs.

			COUPLED	2 TRUCKS	ONE TRUCK	
	1900 1901 1902 1903	HELICAL SPRING DRIFT GEAR NATIONAL COUPLERS WITH WEDGE CENTERING DEVICE. FIRST IRON BODY BUILDING. WOOD & STEEL TRUSS FOR UNDERFRAME. WOOD BODY WITH WOOD & CANVAS ROOF & WOOD INTERIOR. WOOD FRAME VESTIBULE. ALL BRAKE SCHEDULE ONE 16" CYLINDER BODY HUNG NIPON 6-WHEEL TRUCK WOOD FLOOR. STEEL RAILS TRIPLE BRAKES. 48" x 24" JOURNAL IRON BRAKE BEAMS. IRON PLATE STEEL WHEELS 34" DIA SAFETY HOT WATER HEAT. DETACH. GAS LIGHTING 1/4" STEAM TRAILING.	78'-10"	120,000 lb.	190,000 lb.	
	1904	NATIONAL COUPLERS WITH CHAFFEE CENTERING DEVICE. PH BRKE SCHEDULE ONE 16" CYLINDER BODY HUNG. NIPON 6-WHEEL TRUCK WOOD FRAME STEEL PLATES. TRIPLE BRAKES. 5' x 8" JOURNALS DIAMOND SPECIAL FOLDING STEEL BRAKE BEAMS.	80'-4"	122,000 lb.	190,000 lb.	
	1906	WESTINGHOUSE D-3 WEDGE TYPE FRICTION DRIFT GEAR. BUNNUP 3-SPIN COUPLERS. CAST STEEL BODY BUILDING. WOOD & STEEL VESTIBULE. L.N. BRKE SCHEDULE TWO 16" CYLINDERS GAS & ELECTRIC LIGHTS WITH HEAD END ELECTRIC UNIT.	81'-6"	124,000 lb.	190,000 lb.	
	1907	FIRST ALL STEEL STRUCTURE, PULLMAN CAR. TRUSS AND STEEL UNDERFRAME WITH 16" x 2" BEAM SILL. STEEL BODY WITH STEEL PLATE EXTERIOR. STEEL ROOF. STEEL VESTIBULE. PH BRKE SCHEDULE WITH ONE 16" CYLINDER GAS & ELECTRIC LIGHTS WITH BATTERIES.	80'-5"	165,659 lb.	203,300 lb.	
	1910 1911 1912 1913 1915	BODY-STEEL WITH INTERLOCKING STEEL SHEETING EXTERIOR. STEEL ROOF & STEEL VESTIBULE. COMBINATION CAST STEEL PLATFORMS & BODY BUILDING. BUILT UP STEEL CENTER SILL 24" DEEP. STEEL INTERIOR. NEW NIPON CAST STEEL TRUCK. 50" JOURNALS TRIPLE BRAKE PIST COUPLERS. VAPOR HEAT ELECTRIC LIGHTS WITH RAIL BONE GENERATOR.	81'-10"	150,000 lb.	22,000 lb.	
	1911	P.C. BRKE SCHEDULE WITH TWO 16" CYLINDERS.	81'-10"	150,300 lb.	22,000 lb.	
	1912	CHICO THOUSAND TYPE STEEL BRKE BEAMS	81'-10"	151,100 lb.	22,000 lb.	
	1913	VESTIBULE STEEL U-BOLM CONSTRUCTION. ROLLED STEEL WHEELS 34" DIA.	81'-10"	151,100 lb.	22,000 lb.	
	1915	BUILT UP STRUCTURAL STEEL BUILDING & PLATFORMS	81'-10"	153,300 lb.	22,000 lb.	
	1916 1917 1920 1921	NEW STRUCTURAL STEEL FORMING WITH STEEL PLATE EXTERIOR. U.C. BRKE SCHEDULE WITH TWO 16" CYLINDERS OR ONE 16" CYLINDER. CLAMP BRKE SYSTEM RESTORED TO NEW TYPE 12610 CAST STEEL 6-WHEEL TRUCK. FORCED STEEL. BRKE BEAMS SIMILAR TYPE. WESTINGHOUSE TYPE H-10 FRICTION PLATE DRIFT GEAR TYPE D COUPLERS BUNNUP 3-SPIN TRUCKS. NEW NIPON CAST STEEL TRUCK WITH CLAMP BRKES. IMPROVED CLAMP BRKES. 2" STEAM TRAILING. MOUNT OF CAR ENLARGED.	81'-10"	153,500 lb.	22,000 lb.	
	1917		81'-10"	154,000 lb.	22,400 lb.	
	1920		81'-10"	159,000 lb.	22,800 lb.	
	1921		81'-10"	159,000 lb.	22,800 lb.	

BRKE S
 P.M. EMERGENCY BRAKING RATIO
 L.N. EMERGENCY BRAKING RATIO
 P.C. EMERGENCY BRAKING RATIO
 - SERVICE APPLICATION DES
 U.C. SAME AS P.C. EXCEPT IF CA
 H.S.C. OPERATED SAME AS U.C.

	1927	NEW 2611 CAST STEEL TRUCK. WAGNER FRICTION PLATES DRIFT GEAR. 2" STEAM TRAINLINE METAL CONNECTORS. FIRST MECHANICAL AIR CONDITIONING SYSTEM TRIED OUT ON EXISTING CARS.	82'-11"	170,000 lbs.	24,000 lbs.
	1929	FIRST TEST APPLICATION OF ICE ACTUATED AIR CONDITIONING SYSTEM TO EXISTING CARS.			
	1933	FIRST ALL ALUMINUM LIGHT WEIGHT PULLMAN CAR. SPECIAL WAGNER RUBBER TYPE DRIFT GEAR. SPECIAL TYPE "D" COUPLER. ROLLED STEEL WHEELS. H-S-C BRAKE SCHEDULE. 16" DIA. CYLINDERS. SPECIAL 4-WHEEL TRUCKS, LATER CHANGED TO 2X2 6-WHEEL CAST STEEL TRUCKS. ALUMINUM ALLOY UNDERFRAME AND BODY. ALUMINUM ALLOY BODY BALSTERS BUILT UP TYPE. ALUMINUM ALLOY ROOF. 2" STEAM TRAINLINE. ALUMINUM ALLOY VESTIBULE SPECIAL. VAPOR HEAT - AIR CONDITIONED.	84'-3"	119,700 lbs.	
	1934	ALL ALUMINUM ARTICULATED STEAMLINER "CITY OF PORTLAND" ALUMINUM CONSTRUCTION.	64'-6"	63,690 lbs.	16,200 lbs.
	1935	RELAX WITH LARGER WHEEL SEATS AND CENTERS INTRODUCED FOR CONVENTIONAL & LIGHT WEIGHT CARS.			
	1936	LIGHT WEIGHT TWIN CAR UNIT DRIFTED GEAR TYPE HIGH TENSILE STEEL (NO STEERING) SPECIAL WAGNER RUBBER DRIFT GEAR. TEST INCLUDES H-S-C BRAKES WITH TRUCK HUNG CYLINDERS. 6-17" CARS TRUCKS: TWO 4-WHEEL TRIPLE BALSTER ONE 6-WHEEL DOUBLE BALSTER ROLLER BEARING JOURNALS. 34 1/2" DIA. ROLLED STEEL WHEELS. UNDERFRAME, BODY, BODY BALSTERS, 2" DIA. HIGH TENSILE STEEL. AIR CONDITIONED. BUILT UP ALLOY STEEL VESTIBULE.	153'-0"	223,200 lbs.	4-WHEEL 19,600 lbs. 6-WHEEL 25,400 lbs.
	1936	CITY OF LOS ANGELES STEAMLINER CITY OF SAN FRANCISCO STEAMLINER CITY OF DENVER STEAMLINER	64'-10" 64'-10" 63'-6"	70,936 lbs. 69,640 lbs. 60,980 lbs.	18,732 lbs. 18,436 lbs. 17,666 lbs.
	1937	FIRST WELDED GIRDER TYPE HIGH TENSILE STEEL CAR STRUCTURE. WAGNER RUBBER MATT DRIFT GEAR. H-S-C BRAKE SCHEDULE WITH FOUR 16" TRUCK HUNG CYLINDERS. HEAT TREATED 34 1/2" DIA STEEL WHEELS. 2 1/2" STEAM TRAINLINE. TRUCKS: 4-WHEEL HICEL STEEL TRIPLE BALSTER AIR CONDITIONED.	84'-6"	130,690 lbs.	18,850 lbs.
	1938	NEW LIGHT WEIGHT HIGH TENSILE STEEL CAR STRUCTURE WITH TRUSS FRAME & CORRUGATED STAINLESS STEEL EXTERIOR AND 1800 WINDING BRACKETS H-S-C SCHEDULE WITH FOUR 16" TRUCK HUNG BRAKE CYLINDERS. TRUCKS: 2X2 4-WHEEL TRIPLE BALSTER. HIGH TENSILE STEEL PENDING STAINLESS STEEL EXTERIOR. 34" x 10" JOURNALS.	84'-6"	116,000 lbs.	18,400 lbs.
	1939	WAGNER TWIN TYPE RUBBER DRIFT GEAR. TRUCKS: 4-WHEEL DOOP EQUALIZER. HELICAL BALSTER SPRINGS SHOCK ABSORBERS & SPRAY RODS.	84'-6"	126,800 lbs.	19,000 lbs.

BRAKE SCHEDULES.

P.M. EMERGENCY BRAKING RATIO 127% REDUCED DURING STOPPING TIME.

L.N. EMERGENCY BRAKING RATIO 150% MAINTAINED THROUGHOUT STOP.

P.C. EMERGENCY BRAKING RATIO 150% WITH EMERGENCY AFTER LIGHT
SERVICE APPLICATION DESIGNED FOR 110 lbs. TRAIN LINE PRESSURE.

U.C. SAME AS P.C. EXCEPT IT CAN OPERATE AT ANY BRAKE PRESSURE.

H.S.C. OPERATES SAME AS U.C. CAN BE CONNECTED FOR HIGHER BRAKING PRESSURES & ELECTED PNEUMATIC CONTROL.

THE PULLMAN COMPANY
OFFICE OF CHIEF ENGINEER
PULLMAN BLDG. CHICAGO, ILL.

MICRO CARD 22

TRADE MARK 

44

1300²



63



Defendant's Exhibit No. 108 (Witness Peter Parke)
Dec. 12, 1940

THE PULLMAN COMPANY

DEC 12 1940

Clerk

NUMBER OF PULLMAN CARS "ON HAND", DECEMBER 31

YEAR	TOTAL DECEMBER 31	CARS ADDED DURING YEAR						
		NEW			REBUILT			PURCHASED
		WOOD	STEEL	TOTAL	WOOD	STEEL	TOTAL	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1900	3,027	103		103	126		126	9
1901	3,175	221		221	101		101	8
1902	3,326	200		200	89		89	11
1903	3,658	403		403	94		94	-
1904	3,947	350		350	18		18	-
1905	4,092	219		219	2		2	-
1906	4,312	276		276	33		33	-
1907	4,531	295	1	296	9		9	-
1908	4,818	295	-	295	12		12	26
1909	5,025	155	5	160	37		37	93
1910	5,513	54	519	573	23		23	-
1911	5,970	-	519	519	82		82	-
1912	6,164	12	285	297	38		38	-
1913	7,027		785	785	464		464	257
1914	7,083		377	377	615		615	-
1915	7,104		374	374	137		137	-
1916	7,296		412	412	31		31	-
1917	7,706		448	448	-		-	61
1918	7,711		108	108	-		-	-
1919	7,641		-	-	-		-	-
1920	7,727		415	415	-		-	-
1921	7,826		260	260	-		-	-
1922	7,765		123	123	1	1	2	-
1923	7,602		238	238	56	19	75	-
1924	8,003		477	477	98	52	150	-
1925	8,805		887	887	21	-	21	11
1926	8,952		512	512	27	3	30	-
1927	9,068		289	289	-	-	-	-
1928	9,249		206	206	11	-	11	-
1929	9,528		394	394	2	-	2	-
1930	9,701		339	339	1	8	9	-
1931	9,379		2	2	-	5	5	-
1932	9,276		-	-	-	35	35	-
1933	8,478		-	-	-	28	28	-

YEAR	TOTAL DECEMBER 31	CARS ADDED DURING YEAR						
		NEW			REBUILT			PURCHASED
		WOOD	STEEL	TOTAL	WOOD	STEEL	TOTAL	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1900	3,027	103		103	126		126	9
1901	3,175	221		221	101		101	8
1902	3,326	200		200	89		89	11
1903	3,658	403		403	94		94	-
1904	3,947	350		350	18		18	-
1905	4,092	219		219	2		2	-
1906	4,312	276		276	33		33	-
1907	4,531	295	1	296	9		9	-
1908	4,818	295		295	12		12	26
1909	5,025	155	5	160	37		37	93
1910	5,513	54	519	573	23		23	-
1911	5,970	-	519	519	82		82	-
1912	6,164	12	285	297	38		38	-
1913	7,027		785	785	464		464	257
1914	7,083		377	377	615		615	-
1915	7,104		374	374	137		137	-
1916	7,296		412	412	31		31	-
1917	7,706		448	448	-		-	61
1918	7,711		108	108	-		-	-
1919	7,641		-	-	-		-	-
1920	7,727		415	415	-		-	-
1921	7,826		260	260	-		-	-
1922	7,765		123	123	1	1	2	-
1923	7,602		238	238	56	19	75	-
1924	8,003		477	477	98	52	150	-
1925	8,805		887	887	21	-	21	11
1926	8,952		512	512	27	3	30	-
1927	9,068		289	289	-	-	-	-
1928	9,249		206	206	11	-	11	-
1929	9,528		294	294	2	-	2	-
1930	9,701		339	339	1	8	9	-
1931	9,379		2	2	-	5	5	-
1932	9,276		-	-	-	35	35	-
1933	8,478		1	1	-	28	28	-
1934	8,473		-	-	-	44	44	-
1935	8,027		3	3	-	35	35	-
1936	8,004		19	19	-	38	38	-
1937	7,763		33	33	-	35	35	-
1938	7,578		156	156	-	1	1	-
1939	7,092		78	78	-	58	58	-

← LIGHTWEIGHT

[fol. 5428]

DEFENDANT'S EXHIBIT No. 109 (Witness Parke)

Dec. 12, 1940

The Pullman Company Classification of Cars Owned as of
December 31, 1900 to 1939, Inclusive, as Wood, Steel or Lightweight

Cars "On Hand" December 31

Year	Total	Wood	Steel	Lightweight
1900.....	3027	2027		
1901.....	3127	3175		
1902.....	3326	3326		
1903.....	3658	3658		
1904.....	3947	3947		
1905.....	4092	4092		
1906.....	4312	4312		
1907.....	4531	4530	1	
1908.....	4818	4817	1	
1909.....	6025	5019	6	
1910.....	5513	4988	525	
1911.....	5970	4926	1044	
1912.....	6164	4836	1328	
1913.....	7027	4914	2113	
1914.....	7083	4593	2490	
1915.....	7104	4240	2864	
1916.....	7296	4020	3276	
1917.....	7706	3983	3723	
1918.....	7711	3883	3828	
1919.....	7641	3820	3821	
1920.....	7727	3493	4234	
1921.....	7826	3344	4482	
1922.....	7735	3162	4603	
1923.....	7012	2764	4838	
1924.....	8003	2689	5314	
1925.....	8805	2600	6205	
1926.....	8932	2241	6711	
1927.....	9008	2073	6995	
1928.....	9249	2051	7198	
1929.....	9528	1940	7588	
1930.....	9701	1779	7922	
1931.....	9379	1490	7889	
1932.....	9276	1388	7888	
1933.....	8478	587	7890	1
1934.....	8473	586	7886	1
1935.....	8027	154	7869	4
1936.....	8004	130	7851	23
1937.....	7763	18	7689	56
1938.....	7578	17	7349	212
1939.....	7052	8	6756	288

Defendant's Exhibit No. 110 (Witness J.B. Baker)
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

DOES NOT INCLUDE ROLLING EQUIPMENT

Location of Facilities (A)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939	Road Miles	Main Track Miles
	(B)	Additions (C)	Retirements (D)	(E)	(F)	(G)
PACIFIC LINES						
California	354,945,709	160,220,136	65,803,075	449,362,770	4,290.73	4,739.29
Nevada	35,034,464	13,691,282	6,626,334	42,099,412	663.68	973.42
Utah	17,745,809	4,939,506	1,262,159	21,423,216	259.53	302.44
Oregon	70,814,021	47,155,392	13,462,593	104,506,820	1,344.20	1,345.96
Arizona	50,441,379	29,336,157	10,901,511	68,876,025	1,208.49	1,273.25
New Mexico	30,921,528	10,959,779	7,538,129	34,343,178	859.53	862.20
Texas	6,223,492	1,211,106	430,497	7,004,101	21.96	27.81
Off Line Property	651,986	871,432	82,051	1,441,367	-	-
Total Pacific Lines	566,778,448	268,384,790	106,106,349	729,056,889	8,648.12	9,524.37
TEXAS AND LOUISIANA LINES						
Texas	149,624,899	76,009,787	35,267,737	190,366,949	3,681.55	3,738.85
Louisiana	34,495,611	12,985,149	8,695,910	38,784,850	677.11	714.04
Total Texas and Louisiana Lines	184,120,510	88,994,936	43,963,647	229,151,799	4,358.66	4,452.89
GRAND TOTAL	750,898,958	357,379,726	150,069,996	958,208,688	13,006.78	13,977.26

Defendant's Exhibit No. 111 (Witness J.B. Baker)
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Superior Court, Pima Co., Arizona
State v. S.P.Co. No. 20087

Defts. Ex. No. (Witness)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

Sheet 1 of 1 Sheet

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LODGSBURG
TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS
WELLTON, ARIZONA, TO PICACHO, ARIZONA, VIA PHOENIX

SUMMARY

Account Number	Description	Reproduction Cost New Including Additions and Retirements less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939
(A)	(B)	(C)	Additions (D)	Retirements (E)	(F)
1	Engineering	1,285,487	597,483	18,750	1,864,220
2	Land for Transportation Purposes	7,077,966	400,884	21,554	7,457,296
3	Grading	6,374,396	2,925,107	162,150	9,137,353
5	Tunnels and Subways	173,231	1,896	2,500	172,627
6	Bridges, Trestles and Culverts	3,679,459	5,048,753	842,609	7,885,603
8	Ties	4,785,558	2,027,171	217,703	6,595,026
9	Rails	6,853,064	7,833,864	5,382,608	9,304,320
10	Other Track Material	3,280,419	4,339,736	2,360,845	5,259,310
11	Ballast	2,290,517	1,662,804	35,663	3,917,658
12	Tracklaying and Surfacing	2,799,654	1,494,204	130,617	4,163,241
13	Right of Way Fences	377,973	165,388	27,830	515,521
14	Snow and Sand Fences and Snow Sheds	934	1,128	1,128	934
15	Crossings and Signs	244,071	339,995	29,155	554,911
16	Station and Office Buildings	1,997,624	808,265	442,238	2,363,651
17	Roadway Buildings	668,944	571,854	226,248	1,014,550
18	Water Stations	1,396,464	638,058	347,146	1,687,376
19	Fuel Stations	302,027	433,045	70,808	664,264
20	Shops and Enginehouses	1,536,616	279,177	134,662	1,681,131
25	Gas Producing Plants	8,948	3,650	6,950	5,648
26	Telegraph and Telephone Lines	190,095	359,812	69,120	480,787
27	Signals and Interlockers	907,221	1,620,241	190,389	2,337,073
29	Power Plant Buildings	38,312	7,734	9	46,037
31	Power Transmission Systems	3,959	26,965	6,187	24,737
32	Power Distribution Systems	35,866	53,979	8,036	81,809
33	Power Line Poles and Fixtures	5,309	21,395	1,375	25,329
35	Miscellaneous Structures	147,112	9,886	31,786	125,212
36	Paving	2,949	5,136	8,085	8,085
37	Roadway Machines	100,485	77,073	50,535	127,023
38	Roadway Small Tools	39,672	6,252	-	45,924
39	Assessments for Public Improvements	57,337	148,426	15,128	190,635
44	Shop Machinery	735,950	398,182	121,593	1,012,539
45	Power Plant Machinery	222,907	48,492	15,734	255,665
75	General Expenditures	497,865	8,499	7,308	499,056
76	Interest during Construction	2,394,406	187	28,971	2,365,622
Total		50,512,797	32,364,721	11,007,235	71,870,181

Defendant's Exhibit No. 112 (Witness J. B. Baker)
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Superior Court, Pima County, Arizona
State v. S.P.Co. No. 20007

Defts. Ex. No. (Witness) _____

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VARIOUS DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

WELTON, ARIZONA, TO PICACHO, ARIZONA, VIA PHOENIX

ARIZONA

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Retirements less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
			Additions (D)	Retirements (E)	
1	Engineering	88,208	538,932	18,741	608,399
2	Land for Transportation Purposes	603,436	241,165	16,647	827,954
3	Grading	296,094	2,036,117	132,221	2,199,990
4	Bridges, Trestles and Culverts	464,946	3,006,932	256,927	3,214,951
5	Ties	302,925	1,356,980	101,697	2,558,208
6	Rails	445,089	2,059,833	470,918	2,034,004
7	Other Track Material	140,894	1,122,617	160,406	1,103,105
8	Ballast	50,829	1,207,565	16,732	1,241,662
9	Tracklaying and Surfacing	189,956	1,108,511	70,323	1,228,144
10	Right of Way Fences	36,272	149,172	19,201	166,243
11	Crossings and Signs	15,997	132,620	7,893	140,724
12	Station and Office Buildings	319,851	371,115	59,208	631,758
13	Roadway Buildings	12,618	311,460	28,664	295,414
14	Water Stations	72,547	214,955	128,255	159,247
15	Fuel Stations	20,940	32,671	3,943	49,668
16	Shops and Enginehouses	94,384	53,006	1,998	145,392
17	Telegraph and Telephone Lines	4,279	64,825	1,401	67,703
18	Signals and Interlockers	207	447,868	16,819	431,256
19	Power Transmission Systems	25	1,118	-	1,143
20	Power Distribution Systems	4,971	7,500	841	11,630
21	Power Line Poles and Fixtures	328	2,894	65	3,157
22	Miscellaneous Structures	9,095	56	2,590	6,561
23	Paving	507	298	-	805
24	Roadway Machines	33,846	13,442	18,795	28,493
25	Roadway Small Tools	3,569	3,820	-	7,389
26	Assessments for Public Improvements	37,318	49,001	1,485	64,334
27	Shop Machinery	117,592	7,711	43,891	81,412
28 to 75	General Expenditures	34,100	8,437	7,308	35,229
76	Interest during Construction	136,385	-	28,971	107,414
Total		3,517,208	14,550,621	1,616,440	16,451,389

Defendant's Exhibit No. 113 (Witness J.B. Baker)
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LODSBURG

ARIZONA - NEW MEXICO - TEXAS

SUMMARY

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
			Additions (D)	Retirements (E)	
1	Engineering	682,077	56,204	-	738,281
2	Land for Transportation Purposes	4,117,554	104,056	4,905	4,216,705
3	Grading	3,077,908	723,185	27,737	3,773,356
4	Bridges, Trestles and Culverts	1,899,451	1,457,578	454,488	2,902,541
5	Ties	2,702,231	558,295	77,563	3,182,963
6	Rails	4,309,750	4,089,781	3,503,419	4,896,112
7	Other Track Material	2,222,428	2,124,633	1,518,559	2,828,502
8	Ballast	1,525,269	394,731	18,401	1,901,599
9	Tracklaying and Surfacing	1,756,767	298,681	47,300	2,008,148
10	Right of Way Fences	189,159	15,406	6,837	197,728
11	Snow and Sand Fences and Snow Sheds	934	1,128	1,128	934
12	Crossings and Signs	140,658	170,700	15,981	295,377
13	Station and Office Buildings	866,820	346,709	184,670	1,028,859
14	Roadway Buildings	454,048	215,883	167,522	502,409
15	Water Stations	953,529	250,608	167,252	1,036,885
16	Fuel Stations	205,046	306,532	45,929	465,649
17	Shops and Enginehouses	554,070	117,117	59,191	611,996
18	Telegraph and Telephone Lines	69,350	233,042	804	301,588
19	Signals and Interlockers	588,953	833,942	131,865	1,291,030
20	Power Plant Buildings	21,227	7,312	9	28,530
21	Power Transmission Systems	3,934	10,244	4,681	9,497
22	Power Distribution Systems	19,844	31,025	4,766	46,103
23	Power Line Poles and Fixtures	3,928	11,319	257	14,990
24	Miscellaneous Structures	102,847	9,779	3,009	109,617
25	Paving	2,442	4,838	-	7,280
26	Roadway Machines	55,961	32,768	17,895	70,834
27	Roadway Small Tools	21,979	1,312	-	23,291
28	Assessments for Public Improvements	24,832	81,191	9,712	96,311
29	Shop Machinery	192,260	124,135	45,225	271,170
30	Power Plant Machinery	118,679	44,610	6,985	156,304
31	General Expenditures	263,476	62	-	263,538
32	Interest during Construction	1,269,317	187	-	1,269,504
Total		28,416,728	12,556,993	6,526,090	34,547,631

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Sheet 2 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST, NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

YUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LÖRDSBURG

ARIZONA

Account Number	Description	Reproduction Cost New Including Additions and Betterments Less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939
		(C)	Additions (D)	Retirements (E)	(F)
1	Engineering	475,235	55,730	-	530,965
2	Land for Transportation Purposes	1,043,724	103,403	536	1,146,591
3	Grading	2,035,573	675,469	10,223	2,700,819
6	Bridges, Trestles and Culverts	1,391,829	1,256,337	400,089	2,248,077
8	Ties	1,753,885	448,962	44,996	2,157,851
9	Rails	3,120,425	2,596,940	2,262,314	3,455,051
10	Other Track Material	1,657,725	1,419,724	1,029,319	2,048,130
11	Ballast	913,835	300,819	2,761	1,211,893
12	Tracklaying and Surfacing	1,097,237	271,132	32,759	1,335,610
13	Right of Way Fences	125,468	14,285	6,122	133,631
15	Crossings and Signs	48,698	147,056	13,800	181,954
16	Station and Office Buildings	597,351	282,928	128,497	751,782
17	Roadway Buildings	288,731	118,484	27,467	379,748
18	Water Stations	698,293	222,491	116,379	804,405
19	Fuel Stations	169,523	199,370	37,091	331,802
20	Shops and Enginehouses	520,619	103,023	54,144	569,498
26	Telegraph and Telephone Lines	49,663	169,336	804	218,195
27	Signals and Interlockers	486,489	473,463	87,262	872,690
29	Power Plant Buildings	19,990	7,312	-	27,302
31	Power Transmission Systems	3,934	8,697	4,592	8,039
32	Power Distribution Systems	18,681	28,410	4,373	42,718
33	Power Line Poles and Fixtures	3,852	10,637	257	14,232
35	Miscellaneous Structures	89,474	5,024	1,739	92,759
36	Paving	-	4,838	-	4,838
37	Roadway Machines	50,227	29,089	14,519	64,797
38	Roadway Small Tools	18,052	947	-	18,999
39	Assessments for Public Improvements	24,557	70,780	4,511	90,826
44	Shop Machinery	183,333	122,864	44,308	261,889
45	Power Plant Machinery	109,018	43,863	3,949	148,932
to 75)					
77)	General Expenditures	184,976	-	-	184,976
76	Interest during Construction	844,750	-	-	844,750
Total		18,025,147	9,191,413	4,332,811	22,883,749

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SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Sheet 3 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND Lordsburg

NEW MEXICO

Account Number	Description	Reproduction Cost New Including Additions and Betterments Less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939
			Additions	Retirements	
(A)	(B)	(C)	(D)	(E)	(F)
1	Engineering	167,997	474	-	168,471
2	Land for Transportation Purposes	168,825	6	6	168,825
3	Grading	876,899	22,707	17,486	882,120
4	Bridges, Trestles and Culverts	315,482	174,819	49,689	440,612
5	Ties	839,057	91,459	25,527	904,989
6	Nails	1,069,757	1,473,486	1,232,399	1,310,844
7	Other Track Material	478,721	675,164	474,427	679,458
8	Ballast	590,761	91,256	15,587	666,430
9	Tracklaying and Surfacing	583,304	18,748	11,679	590,373
10	Right of Way Fences	61,241	1,013	494	61,760
11	Snow and Sand Fences and Snow Sheds	934	1,128	1,128	934
12	Crossings and Signs	3,828	23,644	701	26,771
13	Station and Office Buildings	148,660	22,175	40,816	130,019
14	Roadway Buildings	148,704	97,291	139,427	106,568
15	Water Stations	238,526	28,069	43,392	223,203
16	Fuel Stations	28,026	84,760	4,099	108,687
17	Shops and Enginehouses	30,744	14,094	5,047	39,791
18	Telegraph and Telephone Lines	19,687	63,706	-	83,393
19	Signals and Interlockers	68,364	314,486	30,965	351,885
20	Power Plant Buildings	1,237	-	9	1,228
21	Power Transmission Systems	-	1,547	89	1,458
22	Power Distribution Systems	1,163	2,615	393	3,385
23	Power Line Poles and Fixtures	76	682	-	758
24	Miscellaneous Structures	4,644	-	1,270	3,374
25	Roadway Machines	5,302	3,679	3,376	5,605
26	Roadway Small Tools	3,537	365	-	3,902
27	Assessments for Public Improvements	-	2,074	621	1,453
28	Shop Machinery	8,927	1,271	917	9,281
29	Power Plant Machinery	9,661	747	3,036	7,372
30 to 75					
76	General Expenditures	65,519	62	-	65,581
77	Interest during Construction	132,508	187	-	332,695
	Total	6,272,091	3,211,714	2,102,580	7,381,225

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Sheet 4 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUMA, ARIZONA, TO EL PASO, TEXAS, VIA GILA AND LORDSBURG

TEXAS

Account No. (A)	Description (B)	Reproduction Cost New Including Additions and Betterments Less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
			Additions (D)	Retirements (E)	
1	Engineering	38,845	-	-	38,845
2	Land for Transportation Purposes	2,905,005	647	4,363	2,901,289
3	Grading	165,436	25,009	28	190,417
4	Bridges, Trestles and Culverts	192,140	26,422	4,710	213,852
5	Ties	109,289	17,874	7,040	120,123
6	Rails	119,568	19,355	8,706	130,217
7	Other Track Material	85,982	29,745	14,813	100,914
8	Ballast	20,673	2,656	53	23,276
9	Tracklaying and Surfacing	76,226	8,801	2,862	82,165
10	Right of Way Fences	2,450	108	221	2,337
11	Crossings and Signs	88,132	-	1,480	86,652
12	Station and Office Buildings	120,809	41,606	15,357	147,058
13	Roadway Buildings	16,613	108	628	16,093
14	Water Stations	16,710	48	7,481	9,277
15	Fuel Stations	7,497	22,402	4,739	25,160
16	Shops and Enginehouses	2,707	-	-	2,707
17	Signals and Interlockers	34,100	45,993	13,638	66,455
18	Miscellaneous Structures	8,729	4,755	-	13,484
19	Paving	2,442	-	-	2,442
20	Roadway Machines	432	-	-	432
21	Roadway Small Tools	390	-	-	390
22	Assessments for Public Improvements	275	8,337	4,580	4,032
to 75)					
77)	General Expenditures	12,981	-	-	12,981
78)	Interest during Construction	92,059	-	-	92,059
79					
	Total	4,119,490	253,866	90,699	4,282,657

Defendant's Exhibit No. 114 (Witness J.B. Baker)
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

ARIZONA - NEW MEXICO - TEXAS

SUMMARY

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
			Additions (D)	Retirements (E)	
1	Engineering	515,202	2,347	9	517,540
2	Land for Transportation Purposes	2,356,976	55,663	2	2,412,637
3	Grading	3,000,394	165,805	2,192	3,164,007
5	Tunnels and Subways	173,231	1,896	2,500	172,627
6	Bridges, Trestles and Culverts	1,315,062	584,243	131,194	1,768,111
8	Ties	1,780,402	111,896	38,443	1,853,855
9	Rails	2,098,225	1,684,250	1,408,271	2,374,204
10	Other Track Material	917,097	1,092,486	681,880	1,327,703
11	Ballast	714,419	60,508	530	774,397
12	Tracklaying and Surfacing	852,931	87,012	12,994	926,949
13	Right of Way Fences	152,542	810	1,792	151,560
15	Crossings and Signs	87,416	36,675	5,281	118,810
16	Station and Office Buildings	810,953	90,441	198,360	703,034
17	Roadway Buildings	202,278	44,511	30,062	216,727
18	Water Stations	370,388	172,495	51,639	491,244
19	Fuel Stations	76,041	93,842	20,936	148,947
20	Shops and Enginehouses	888,162	109,054	73,473	923,743
25	Gas Producing Plants	8,948	3,650	6,950	5,648
26	Telegraph and Telephone Lines	116,466	61,945	66,915	111,496
27	Signals and Interlockers	318,061	338,431	41,705	614,787
29	Power Plant Buildings	17,085	422	-	17,507
31	Power Transmission Systems	-	15,603	1,506	14,097
32	Power Distribution Systems	11,051	15,454	2,429	24,076
33	Power Line Poles and Fixtures	1,053	7,182	1,053	7,182
35	Miscellaneous Structures	35,170	51	26,187	9,034
37	Roadway Machines	10,678	30,863	13,845	27,696
38	Roadway Small Tools	14,124	1,120	-	15,244
39	Assessments for Public Improvements	15,187	18,234	3,431	29,990
44	Shop Machinery	426,098	266,336	32,477	659,957
45	Power Plant Machinery	104,228	3,882	8,749	99,361
75)					
77)	General Expenditures	200,289	-	-	200,289
78	Interest during Construction	988,704	-	-	988,704
Total		18,578,861	5,157,107	2,864,805	20,871,163

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Sheet 2 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUOSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

ARIZONA

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
			Additions (D)	Retirements (E)	
1	Engineering	272,130	1,250	-	273,380
2	Land for Transportation Purposes	358,389	55,243	2	413,630
3	Grading	1,832,727	123,952	1,691	1,954,988
5	Tunnels and Subways	73,105	-	-	73,105
6	Bridges, Trestles and Culverts	882,155	384,514	99,360	1,167,309
8	Ties	922,526	48,731	19,930	951,327
9	Rails	1,088,329	619,875	494,730	1,213,474
10	Other Track Material	485,661	457,730	272,503	670,888
11	Ballast	348,932	55,204	509	403,627
12	Tracklaying and Surfacing	451,678	41,861	6,298	487,241
13	Right of Way Fences	82,931	511	613	82,829
15	Crossings and Signs	21,999	16,780	387	38,392
16	Station and Office Buildings	397,810	33,950	180,131	251,629
17	Roadway Buildings	106,121	2,379	8,009	100,491
18	Water Stations	189,526	33,032	17,467	205,091
19	Fuel Stations	39,596	39,272	17,950	60,918
20	Shops and Enginehouses	176,672	6,470	15,461	167,681
26	Telegraph and Telephone Lines	65,190	17,799	40,589	42,400
27	Signals and Interlockers	247,012	35,508	17,459	265,061
31	Power Transmission Systems	-	1,486	-	1,486
32	Power Distribution Systems	2,762	1,451	-	4,213
33	Power Line Poles and Fixtures	-	442	-	442
35	Miscellaneous Structures	30,511	51	25,378	5,184
37	Roadway Machines	6,011	5,717	1,690	10,038
38	Roadway Small Tools	5,661	-	-	5,661
39	Assessments for Public Improvements	526	10,403	2,239	8,690
44	Shop Machinery	49,824	2,963	8,536	44,251
75	General Expenditures	106,063	-	-	106,063
77	Interest during Construction	540,171	-	-	540,171
76					
Total		8,784,018	1,996,574	1,230,932	9,549,660

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Sheet 3 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

NEW MEXICO

Account Number (A)	Description (B)	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923 (C)	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939 (F)
			Additions (D)	Retirements (E)	
1	Engineering	164,633	626	9	165,250
2	Land for Transportation Purposes	43,983	420	-	44,403
3	Grading	1,023,253	32,363	441	1,055,175
5	Tunnels and Subways	100,126	1,896	2,500	99,522
6	Bridges, Trestles and Culverts	300,800	148,118	31,542	417,376
8	Ties	743,078	42,355	6,926	778,507
9	Rails	909,068	993,009	866,909	1,035,168
10	Other Track Material	388,315	562,048	375,957	574,406
11	Ballast	365,487	3,619	21	369,085
12	Tracklaying and Surfacing	364,965	30,419	3,221	392,163
13	Right of Way Fences	69,611	299	1,179	68,731
15	Crossings and Signs	4,297	20	22	4,295
16	Station and Office Buildings	49,190	8,174	3,731	53,633
17	Roadway Buildings	95,577	41,692	21,932	115,337
18	Water Stations	131,899	88,908	17,203	203,604
19	Fuel Stations	22,235	31,714	2,330	51,619
20	Shops and Enginehouses	6,063	-	2,458	3,605
26	Telegraph and Telephone Lines	44,643	16,184	22,219	38,608
27	Signals and Interlockers	47,119	278,106	7,278	307,947
31	Power Transmission Systems	-	301	301	-
32	Power Distribution Systems	-	1,261	-	1,261
33	Power Line Poles and Fixtures	-	522	-	522
35	Miscellaneous Structures	4,659	-	809	3,850
37	Roadway Machines	2,945	24,656	11,994	15,607
38	Roadway Small Tools	4,230	1,120	-	5,350
44	Shop Machinery	605	-	605	-
to 75)					
77)	General Expenditures	64,195	-	-	64,195
76	Interest during Construction	326,196	-	-	326,196
Total		5,277,172	2,297,830	1,379,587	6,195,415

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Sheet 4 of 4 Sheets

STATEMENT SHOWING BY ACCOUNTS APPRAISED MARKET VALUE OF LAND AND REPRODUCTION COST NEW OF OTHER FACILITIES
AS SHOWN IN THE I.C.C. 19A VALUATION REPORTS AS OF VALUATION DATES ADJUSTED FOR ADDITIONS, BETTERMENTS
AND RETIREMENTS, AS SHOWN IN CARRIER'S REPORTS TO I.C.C. UNDER VALUATION ORDER 3

TUCSON, ARIZONA, TO EL PASO, TEXAS, VIA DOUGLAS

TEXAS

Account Number	Description	Reproduction Cost New Including Additions and Betterments less Retirements to December 31, 1923	Additions, Betterments and Retirements January 1, 1924 to December 31, 1939		Total to December 31, 1939
			Additions	Retirements	
(A)	(B)	(C)	(D)	(E)	(F)
1	Engineering	78,439	471	-	78,910
2	Land for Transportation Purposes	1,954,604	-	-	1,954,604
3	Grading	144,414	9,490	60	153,844
4	Bridges, Trestles and Culverts	132,107	51,611	292	183,426
5	Ties	114,798	20,810	11,537	124,021
6	Nails	100,828	71,366	46,632	125,562
7	Other Trunk Material	43,121	72,708	33,420	82,409
8	Ballast	-	1,685	-	1,685
9	Tracklaying and Surfacing	36,288	14,732	3,475	47,545
10	Crossings and Signs	61,120	19,875	4,872	76,123
11	Station and Office Buildings	363,953	48,317	14,498	397,772
12	Roadway Buildings	580	440	121	899
13	Water Stations	48,963	50,555	16,969	82,549
14	Fuel Stations	14,210	22,856	656	36,410
15	Shops and Enginehouses	705,427	102,584	55,554	752,457
16	Gas Producing Plants	8,948	3,650	6,950	5,648
17	Telegraph and Telephone Lines	6,633	27,962	4,107	30,488
18	Signals and Interlockers	23,930	34,817	16,968	41,779
19	Power Plant Buildings	17,085	422	-	17,507
20	Power Transmission Systems	-	13,816	1,205	12,611
21	Power Distribution Systems	8,289	12,742	2,429	18,602
22	Power Line Poles and Fixtures	1,053	6,218	1,053	6,218
23	Roadway Machines	1,722	490	161	2,051
24	Roadway Small Tools	4,233	-	-	4,233
25	Assessments for Public Improvements	14,661	7,831	1,192	21,300
26	Shop Machinery	375,669	263,373	23,336	615,706
27	Power Plant Machinery	104,228	3,882	8,749	99,361
28 to 75)					30,031
76)	General Expenditures	30,031	-	-	122,337
76	Interest during Construction	122,337	-	-	
Total		4,517,671	862,703	254,286	5,126,088

Defendant's Exhibit No. 115 (Witness L.J. Masson)
Dec. 12, 1940

SOUTHERN PACIFIC COMPANY - Pacific Lines

OPERATED STEAM MILEAGE BY DIVISIONS AND STATES AS OF DECEMBER 31, 1939

A - OPERATED STEAM MILEAGE BY DIVISIONS									
Divisions (1)	First Track			Additional Tracks			Total Main Track (8)	Total Sidings (9)	Grand Total All Tracks (10)
	Main Line (2)	Branch (3)	Total (4)	Main Line (5)	Branch (6)	Total (7)			
Western	570.69	345.24	915.93	143.80	-	143.80	1 059.73	705.11	1 764.84
Sacramento	867.77	392.60	1 260.37	153.46	-	153.46	1 413.83	587.76	2 001.59
Salt Lake	722.12	356.20	1 078.32	342.46	-	342.46	1 420.78	367.58	1 788.36
Portland	433.99	732.19	1 166.18	1.76	-	1.76	1 167.94	347.22	1 515.16
Coast	371.27	156.89	528.16	78.51	-	78.51	606.67	495.99	1 102.66
San Joaquin - S.O.	354.75	419.56	774.31	41.36	-	41.36	815.67	366.87	1 182.54
San Joaquin - N.O.	-	101.98	101.98	-	-	-	101.98	9.59	111.57
Los Angeles	420.75	312.18	732.93	29.34	12.32	41.66	774.99	566.06	1 340.65
Tucson	629.30	326.43	955.73	40.12	-	40.12	995.85	138.77	1 334.62
Rio Grande	777.32	356.89	1 134.21	33.12	-	33.12	1 167.33	359.87	1 527.20
Total	5 147.96	3 500.16	8 648.12	863.93	12.32	876.25	9 524.37	4 144.82	13 669.19
B - OPERATED STEAM MILEAGE BY STATES									
States									
California - S.O.	2 523.22	1 665.53	4 188.75	436.24	12.32	448.56	4 637.31	2 670.44	7 307.75
California - N.O.	-	101.98	101.98	-	-	-	101.98	9.59	111.57
Oregon	597.31	746.89	1 344.20	1.76	-	1.76	1 345.96	429.65	1 775.61
Nevada	510.08	153.60	663.68	309.74	-	309.74	973.42	258.01	1 231.43
Utah	110.69	148.84	259.53	42.91	-	42.91	302.44	78.49	380.93
Arizona	743.53	464.96	1 208.49	64.76	-	64.76	1 273.25	429.24	1 702.49
New Mexico	641.17	218.36	859.53	2.67	-	2.67	862.20	218.04	1 080.24
Texas	21.96	-	21.96	5.85	-	5.85	27.81	51.36	79.17
Total	5 147.96	3 500.16	8 648.12	863.93	12.32	876.25	9 524.37	4 144.82	13 669.19

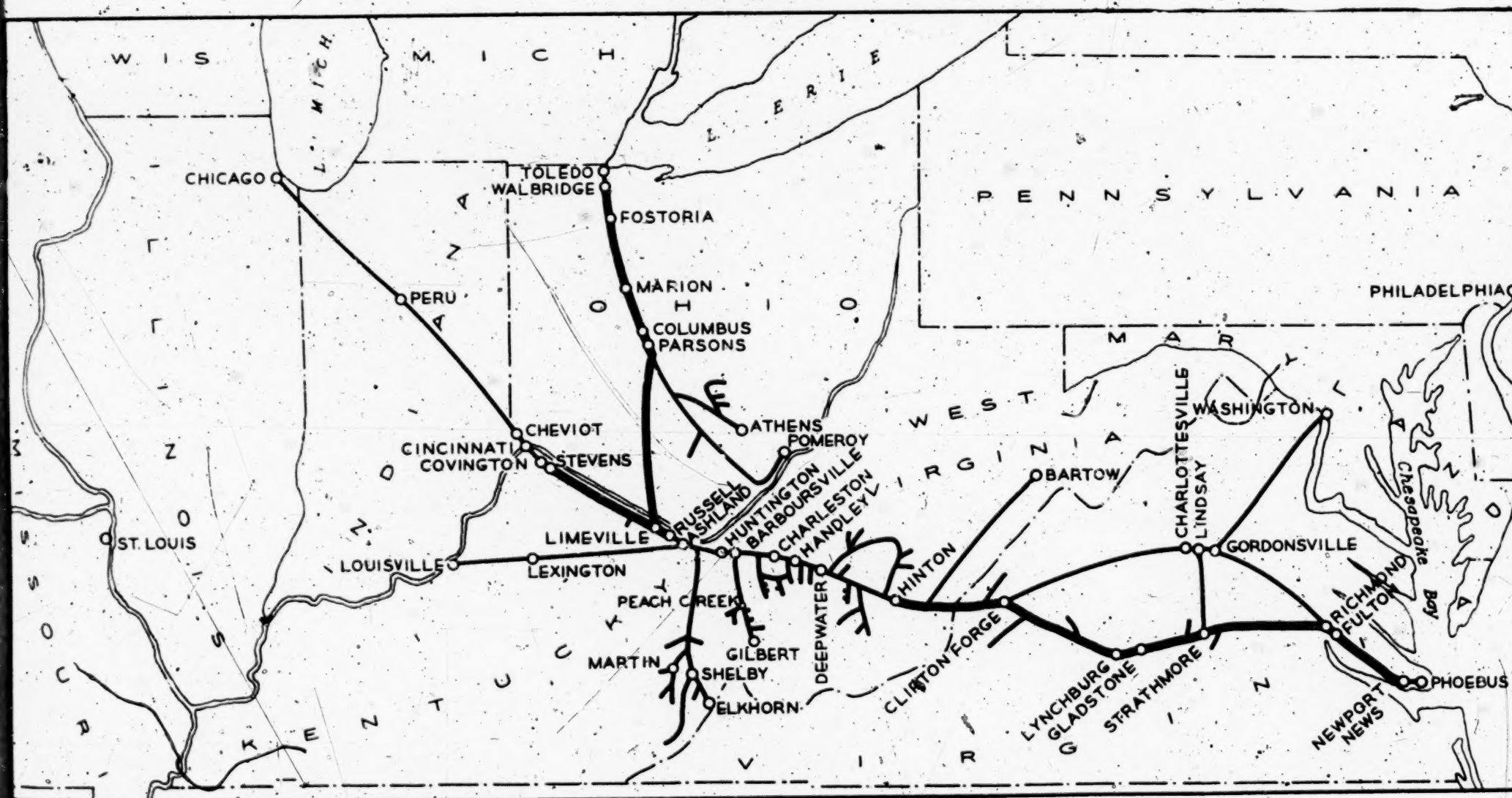
* Includes 177.73 miles of Western Pacific Railroad Company main track and 24.21 miles of siding between Waco and Alason, Nevada, operated under trackage rights.

Source: Records of the Company.

Total of all tracks for all divisions agrees with total of such tracks as shown in column (k), schedule 411, page 4008, of annual report to Interstate Commerce Commission and to the Corporation Commission of the State of Arizona.

Total of all tracks within State of Arizona agrees with total of such tracks as shown in column (k), schedule 811, of annual report to the Corporation Commission of the State of Arizona.

Defendant's Exhibit No. 116 (Witness F.L. Beale)
Dec. 13, 1940



THE CHESAPEAKE AND OHIO RAILWAY COMPANY

HEAVY LINE INDICATES TERRITORY COVERED BY
TYPICAL FREIGHT TRAIN EXHIBIT FOR SEVEN SUB-DIVISIONS.

Defendant's Exhibit No. 117 (Witness F.L. Beale)
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Freight trains operated between the regular freight engine terminals on Sub-divisions listed, separated to show number of trains handling a maximum number of cars (including cabooses) as indicated by the groupings.

Four-weeks period
Two weeks ending June 24, 1939.
Two weeks ending Oct. 24, 1939.

26 days represented

	Number of trains with maximum cars as listed	Peninsula Sub-div.	Rivanna Sub-div.	James River Sub-div.	Alleghany Sub-div.	Cincinnati Division Main Line	Northern Sub-div.	Toledo Sub-div.	Total for items listed
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
(1)	0- 10	-	-	-	-	8	7	1	16
(2)	11- 20	1	1	-	-	12	1	-	15
(3)	21- 30	2	1	3	6	23	10	3	48
(4)	31- 40	5	-	6	10	11	2	14	48
(5)	41- 50	2	1	14	9	6	8	16	56
(6)	51- 60	-	1	13	18	4	12	17	65
(7)	61- 70	1	3	4	32	30	18	21	109
(8)	71- 80	5	3	10	33	26	18	23	118
(9)	81- 90	3	16	15	3	26	33	19	155
(10)	91-100	3	24	25	26	32	21	27	158
(11)	101-120	15	30	49	83	44	59	50	330

Freight trains operated between the regular freight engine terminals on Sub-divisions listed, separated to show number of trains handling a maximum number of cars (including caboose) as indicated by the groupings.

Four-weeks period
Two weeks ending June 24, 1939.
Two weeks ending Oct. 24, 1939.

28 days represented

	Number of trains with maximum cars as listed	Peninsula Sub-div.	Rivanna Sub-div.	James River Sub-div.	Alleghany Sub-div.	Cincinnati Division Main Line	Northern Sub-div.	Toledo Sub-div.	Total for items listed
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
(1)	0- 10	-	-	-	-	8	7	1	16
(2)	11- 20	1	1	-	-	12	1	-	15
(3)	21- 30	2	1	3	6	23	10	3	48
(4)	31- 40	5	-	6	10	11	2	14	48
(5)	41- 50	2	1	14	9	6	8	16	56
(6)	51- 60	-	1	13	18	4	12	17	65
(7)	61- 70	1	3	4	32	30	18	21	109
(8)	71- 80	5	3	10	33	26	18	23	118
(9)	81- 90	3	16	15	43	26	33	19	155
(10)	91-100	3	24	25	26	32	21	27	158
(11)	101-120	15	30	49	83	44	59	50	330
(12)	121-140	35	35	57	107	21	50	55	360
(13)	141 and over	133	149	169	90	177	520	484	1,722
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(14)	Total	205	264	365	457	420	759	730	3,200

5442

2077

Defendant's ~~Exhibit~~ Exhibit No. 119 (Witness F.L. Beale)
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

MAXIMUM NUMBER OF CARS HANDLED IN VARIOUS MAIN LINE PASSENGER TRAIN

TOTAL FOR MONTHS OF JANUARY, APRIL, JULY AND OCTOBER 1939

LINE NO.	TRAIN NO.	REGULAR THROUGH TRAINS BETWEEN WASHINGTON AND CINCINNATI	MILES	NUMBER OF CARS																	TOTAL
				3	4	5	6	7	8	9	10	11	12	13	14	15	16	17 & OVER			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)		
1	1	WEST: George Washington	600	-	-	-	-	-	-	-	-	1	74	30	9	7	1	1	123		
2	3	Fast Flying Virginian	600	-	-	-	-	-	-	-	-	-	-	1	19	42	40	21	123		
3	5-47	#5 and Sportsman	600	-	-	-	-	-	-	-	-	3	23	45	31	10	5	6	123		
4	2	EAST: George Washington	600	-	-	-	-	-	-	-	1	5	37	34	27	12	6	1	123		
5	6	Fast Flying Virginian	600	-	-	-	-	-	-	-	-	-	34	38	23	11	11	6	123		
6	4	Sportsman	600	-	-	-	-	-	-	-	1	1	12	39	41	18	10	2	123		
7		TOTAL		-	-	-	-	-	-	-	2	10	130	186	150	100	73	37	738		
8		PER CENT OF TOTAL									.27	1.36	24.39	25.20	20.33	13.55	9.37	5.01	100.00		
				Total trains over 14 cars 210 or 28.45%																	
				Total trains 14 cars or under 528 or 71.55%																	
				Total trains 738 or 100.00%																	
		Additional sections of above trains operating whole or part distance	Avg. Miles																		
		WEST																			
		Section of																			
9	1	George Washington	389	-	1	-	1	-	-	-	-	1	-	-	3	-	2	-	7		
10	3	Fast Flying Virginian	213	1	2	8	3	6	4	2	6	1	2	-	-	1	1	-	37		
11	5	#5 and Sportsman	226	-	-	-	-	-	2	-	-	-	-	1	-	-	-	-	3		
		EAST																			
		Section of																			
		George Washington	471	-	-	1	-	-	-	-	1	-	-	1	-	-	-	-	3		
12	2	Fast Flying Virginian	297	-	-	-	2	1	1	2	1	-	1	-	3	-	2	-	13		
13	6	Sportsman	353	1	3	-	-	2	1	1	1	-	-	1	2	-	-	1	13		
14	4																				
15		TOTAL		2	6	9	6	9	8	5	9	2	3	3	8	1	4	1	76		
16		PER CENT OF TOTAL		2.63	7.90	11.64	7.90	11.84	10.52	6.58	11.84	2.63	3.95	3.95	10.52	1.32	5.26	1.32	100.00		
				Total trains over 14 cars 6 or 7.90%																	
				Total trains 14 cars or under 70 or 92.10%																	
				Total trains 76 or 100.00%																	

RECAPITULATION			
	TOTAL TRAINS (u)	TOTAL OVER 14 (v)	PER CENT OF TOTAL (w)
Regular Through Trains	738	210	28.45
Additional Sections	76	6	7.90
TOTAL	814	216	26.54

Defendant's Exhibit No. 120 (Witness Wilbur)
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

(Includes Hocking Valley Railway for entire period)

FREIGHT OPERATING AND
FREIGHT TRANSPORTATION EXPENSES
RELATED TO TRAFFIC
CALENDAR YEARS 1922 TO 1939, INCLUSIVE

YEAR (a)	REVENUE TON MILES (b)	FREIGHT OPERATING EXPENSES (c)	FREIGHT TRANSPORTATION EXPENSES (d)	AVERAGES PER 1000 REVENUE TON MILES	
				FREIGHT OPERATING EXPENSES (e)	FREIGHT TRANSP. EXPENSES (f)
1939	18,041,023,867	\$99,410,440	\$24,188,212	\$ 3.29	\$ 1.34
1938	16,054,234,956	54,924,130	22,717,621	3.42	1.42
1937	20,203,850,487	62,454,614	25,470,823	3.09	1.26
1936	20,819,939,979	60,780,779	24,556,665	2.92	1.18
1935	17,531,508,404	53,429,854	21,677,607	3.05	1.24
1934	17,612,662,399	51,228,561	20,473,265	2.91	1.16
1933	16,881,355,028	48,836,608	19,320,843	2.89	1.14
1932	15,572,338,642	45,962,730	18,826,498	2.95	1.21
1931	18,391,434,397	62,072,440	25,067,147	3.38	1.36
1930	20,714,483,352	73,507,138	29,609,330	3.55	1.43
1929	21,953,237,527	84,972,234	32,693,095	3.87	1.49
1928	21,182,681,618	82,225,264	32,986,905	3.88	1.56
1927	22,235,978,853	89,565,454	35,979,165	4.03	1.62
1926	22,393,718,786	91,592,743	36,732,814	4.09	1.64
1925	20,081,770,222	90,093,696	35,073,849	4.49	1.75
1924	16,527,268,079	83,143,646	32,908,087	5.03	1.99
1923	14,953,327,479	80,415,321	33,107,149	5.38	2.21
1922	11,487,568,319	65,052,409	28,696,993	5.66	2.50
TOTAL 1936- 1939	75,119,049,289	237,569,963	96,933,321	3.16	1.29
TOTAL					

Defendant's Exhibit No. 121 (Witness Wilbur)
Dec: 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY
(Includes Hocking Valley Railway for entire period)

FREIGHT SERVICE OPERATING AVERAGES
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

LINE NO. (a)	ITEM (b)	1922 (c)	1924 (d)	1926 (e)	1928 (f)	1930 (g)	1932 (h)	1934 (i)	1936 (j)	1938 (k)	1939 (l)	PERCENT INCREASE 1939 OVER 1922 (m)
1	Miles of line operated in freight service,.....	2,894	2,901	2,992	3,069	3,094	3,136	3,088	3,050	3,050	3,053	5.5
2	Freight train miles (thousands),....	9,417	13,945	16,479	14,979	13,570	8,924	9,669	10,501	8,891	9,569	1.6
3	Freight cars per freight train,.....	51.9	53.5	58.1	61.7	66.2	73.6	77.9	81.3	77.3	79.5	53.2
4	Net tons per freight train,.....	1,269	1,276	1,434	1,493	1,608	1,819	1,909	2,094	1,942	2,021	59.3
5	Average tractive power per locomotive (pounds),.....	49,460	53,107	56,127	58,431	63,203	64,788	66,261	68,139	68,445	68,343	38.2
6	Average capacity per freight car (tons),.....	50.6	53.0	54.8	55.5	52.7	53.1	53.2	53.3	53.3	53.2	5.1
7	Freight train speed (miles per hour)	8.8	9.6	10.7	12.4	13.0	13.8	13.9	13.9	15.1	14.8	68.2
8	Gross ton miles per freight train hour,.....	20,308	22,366	28,099	34,392	39,020	46,689	49,737	52,833	54,160	54,855	170.1
9	Net ton miles per freight train hour	11,150	12,192	15,345	18,554	20,022	25,023	26,506	28,730	29,102	29,540	164.9
10	Gross ton miles (exclusive of locomotives and tenders) per ton of fuel,.....	12,911	14,428	17,289	19,128	21,068	23,453	23,405	23,726	23,998	24,651	90.9

SOURCE: Items 1, 2, 3, 4, 7 and 8 - Reports of Freight Train Performance, Forms OS-A, filed with Interstate Commerce Commission.

Item 5 - Total tractive effort ÷ total steam locomotives available for service at close of each year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 6 - Aggregate capacity of all freight carrying cars ÷ total number of such cars available for service at close of year, as reported in Schedule 417 of Annual Report to the Interstate Commerce Commission.

Item 9 - Net ton miles ÷ train hours as reported on Form OS-A to Interstate Commerce Commission.

Item 10 - Gross ton miles (cars, contents and cargoes) ÷ equated net tons of fuel consumed, as reported in years 1922, 1924, 1926, 1928, 1930, 1932 and 1934 on Form OS-A to Interstate Commerce Commission and as reported in years 1936, 1938 and 1939 in Schedules 531 and 571 respectively of Annual Report to Interstate Commerce Commission.

Defendant's Exhibit No. 122 (Witness L.S. Wilbur)
Dec. 13, 1940

THE CHESAPEAKE & OHIO RAILWAY COMPANY
(Includes Hocking Valley Railway for entire period.)

**CASUALTIES TO ALL CLASSES OF EMPLOYEES ON DUTY
AND TO TRAINMEN AND ENGINEMEN ON DUTY
SUSTAINED IN TRAIN AND TRAIN SERVICE ACCIDENTS**

LINE NO.	YEAR	CAR MILES ALL TRANS- PORTATION SERVICE AND WORK (Thousands)	CASUALTIES TO ALL EMPLOYEES ON DUTY			CASUALTIES TO TRAINMEN AND ENGINEMEN ON DUTY			CASUALTIES PER 1,000,000 CAR MILES	
			KILLED	INJURED	TOTAL	KILLED	INJURED	TOTAL	ALL EMPLOYEES ON DUTY	TRAINMEN & ENGINEMEN ON DUTY
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1924	782,565	31	564	595	20	505	525	.76	.67
2	1925	924,241	33	567	600	12	534	546	.67	.59
3	1926	996,055	23	569	592	15	522	537	.59	.54
4	1927	1,010,961	17	457	474	9	413	422	.47	.42
5	1928	961,949	8	376	384	6	345	351	.40	.36
6	1929	935,517	16	322	338	7	292	299	.34	.30
7	1930	936,393	15	283	298	10	244	254	.32	.27
8	1931	826,481	11	219	230	8	189	197	.28	.24
9	1932	666,193	10	198	208	7	180	187	.30	.27
10	1933	745,779	16	157	173	7	143	150	.23	.20
11	1934	781,499	8	157	165	4	141	145	.21	.19
12	1935	766,863	13	164	177	10	149	159	.23	.21
13	1936	885,138	9	167	176	4	146	150	.20	.17
14	1937	862,226	4	189	193	4	175	179	.22	.21
15	1938	722,026	4	122	126	3	103	106	.17	.15
16	1924 to 1927 Incl.	3,713,822	104	2,177	2,281	56	1,974	2,030	.61	.55
17	1928 to 1931 Incl.	3,716,340	50	1,200	1,250	31	1,070	1,101	.34	.30
18	1932 to 1935 Incl.	2,990,334	47	676	723	28	613	641	.24	.22
19	1936 to 1938 Incl.	2,469,390	17	478	495	11	424	435	.20	.18

LINE NO.	YEAR	CAR MILES ALL TRANSPORTATION SERVICE AND WORK (Thousands)	CASUALTIES TO ALL EMPLOYEES ON DUTY			CASUALTIES TO TRAINMEN AND ENGINEERS ON DUTY			CASUALTIES PER 1,000,000 CAR MILES	
			KILLED	INJURED	TOTAL	KILLED	INJURED	TOTAL	ALL EMPLOYEES ON DUTY	TRAINMEN & ENGINEERS ON DUTY
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1924	782,565	31	564	595	20	505	525	.76	.67
2	1925	924,241	33	587	620	12	534	546	.67	.59
3	1926	996,055	23	569	592	15	522	537	.59	.54
4	1927	1,010,961	17	457	474	9	413	422	.47	.42
5	1928	961,949	8	376	384	6	345	351	.40	.36
6	1929	993,517	16	322	338	7	292	299	.34	.30
7	1930	936,393	15	283	298	10	244	254	.32	.27
8	1931	826,481	11	219	230	8	189	197	.28	.24
9	1932	686,193	10	198	208	7	180	187	.30	.27
10	1933	745,779	16	157	173	7	143	150	.23	.20
11	1934	781,499	8	157	165	4	141	145	.21	.19
12	1935	766,863	13	164	177	10	149	159	.23	.21
13	1936	885,138	9	167	176	4	146	150	.20	.17
14	1937	862,226	4	169	163	4	175	179	.22	.21
15	1938	722,026	4	122	126	3	103	106	.17	.15
16	1924 to 1927 Incl.	3,713,822	104	2,177	2,281	56	1,974	2,030	.61	.55
17	1928 to 1931 Incl.	3,716,340	50	1,200	1,250	31	1,070	1,101	.34	.30
18	1932 to 1935 Incl.	2,980,334	47	676	723	28	613	641	.34	.22
19	1936 to 1938 Incl.	2,469,390	17	478	495	11	424	435	.20	.18
20	IMPROVEMENT - PERIOD 1936 - 1938 COMPARED WITH 1924 - 1927								67.21%	67.27%

SOURCE: Column (b): Annual Reports to Interstate Commerce Commission, Schedule 531.

Columns (e) to (h) inclusive: Interstate Commerce Commission Accident Bulletins, Table 99.

5447

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Defendant's Exhibit No. 123 (Witness Wilbur)
Dec. 13, 1940

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

(Includes Pocking Valley Railway for entire period)

Derailments, all classes of service
Reportable to the Interstate Commerce Commission
for the years 1924 to 1938, inclusive

System

Line Number	Year (a)	# Locomotive miles (thousands) (b)	Train miles (thousands) (c)	Car miles (thousands) (d)	Cause					Total Derailments Per		
					Negligence of Employees (e)	Defects in or Failures of Equipment (f)	Defects in or Improper Maintenance of Way and Structures (g)	Miscellaneous (h)	Total (i)	100,000 loco-active miles (j)	100,000 train miles (k)	1,000,000 car miles (l)
(1)	1924	30,557	21,323	782,565	48	187	170	95	500	1.64	2.34	0.64
(2)	1925	33,358	23,548	924,241	61	129	141	75	406	1.22	1.72	0.44
(3)	1926	34,284	23,973	996,055	55	122	111	57	345	1.01	1.44	0.35
(4)	1927	33,724	23,427	1,010,961	36	132	95	40	303	0.90	1.29	0.30
(5)	1928	31,621	22,178	961,949	24	115	84	39	262	0.83	1.18	0.27
(6)	1929	31,344	22,218	993,517	32	109	46	22	209	0.67	0.94	0.21
(7)	1930	28,947	20,851	936,393	28	69	21	23	141	0.49	0.68	0.15
(8)	1931	24,443	17,746	826,481	25	53	19	14	111	0.45	0.63	0.13
(9)	1932	19,845	14,372	686,193	13	38	18	15	84	0.42	0.58	0.12
(10)	1933	20,197	14,184	745,779	13	44	13	22	92	0.46	0.65	0.12
(11)	1934	20,988	14,565	781,499	16	28	13	16	73	0.35	0.50	0.09
(12)	1935	20,603	14,319	766,863	10	32	11	14	67	0.33	0.47	0.09
(13)	1936	23,024	15,605	885,138	8	35	29	14	86	0.37	0.55	0.10
(14)	1937	22,804	15,427	862,226	15	31	10	11	67	0.29	0.43	0.08
(15)	1938	19,673	13,640	722,026	12	23	6	15	56	0.28	0.41	0.08
(16)	1924 to 1927 Incl.	131,923	92,271	3,713,822	200	570	517	267	1,554	1.18	1.68	0.42
(17)	1928 to 1931 Incl.	116,355	82,993	3,718,340	109	346	170	98	723	0.62	0.87	0.19
(18)	1932 to	81,613	57,440	2,980,334	52	142	55	67	316	0.39	0.55	0.11

Line Number	Year (a)	# Locomotive Miles (b)	Train Miles (c)	Car Miles (d)	Cause					Total Derailments Per		
					Negligence of Employees (e)	Defects in or Failures of Equipment (f)	Defects in or Improper Maintenance of Way and Structures (g)	Miscellaneous (h)	Total (i)	100,000 locomotive miles (j)	100,000 train miles (k)	1,000,000 car miles (l)
(1)	1924	30,557	21,323	782,565	48	187	170	95	500	1.64	2.34	0.64
(2)	1925	33,358	23,548	924,241	61	129	141	75	406	1.22	1.72	0.44
(3)	1926	34,284	23,973	996,055	55	122	111	57	345	1.01	1.44	0.35
(4)	1927	33,724	23,427	1,010,961	36	132	95	40	303	0.90	1.29	0.30
(5)	1928	31,621	22,178	961,949	24	115	84	39	262	0.83	1.18	0.27
(6)	1929	31,344	22,218	993,517	32	109	46	22	209	0.67	0.94	0.21
(7)	1930	28,947	20,851	936,393	28	69	21	23	141	0.49	0.68	0.15
(8)	1931	24,443	17,746	826,481	25	53	19	14	111	0.45	0.63	0.13
(9)	1932	19,845	14,372	686,193	13	38	18	15	84	0.42	0.58	0.12
(10)	1933	20,197	14,184	745,779	13	44	13	22	92	0.46	0.65	0.12
(11)	1934	20,988	14,565	781,499	16	28	13	16	73	0.35	0.50	0.09
(12)	1935	20,603	14,319	766,863	10	32	11	14	67	0.33	0.47	0.09
(13)	1936	23,024	15,605	885,138	8	35	29	14	86	0.37	0.55	0.10
(14)	1937	22,804	15,427	862,226	15	31	10	11	67	0.29	0.43	0.08
(15)	1938	19,673	13,640	722,026	12	23	6	15	56	0.28	0.41	0.08
(16)	1924 to 1927 Incl.	131,923	92,271	3,713,822	200	570	517	267	1,554	1.18	1.68	0.42
(17)	1928 to 1931 Incl.	116,355	82,993	3,718,340	109	346	170	98	723	0.62	0.87	0.19
(18)	1932 to 1935 Incl.	81,633	57,440	2,980,334	52	142	55	67	316	0.39	0.55	0.11
(19)	1936 to 1938 Incl.	65,501	44,672	2,469,390	35	89	45	40	209	0.32	0.47	0.08
(20)	Improvement period 1936 to 1938 Compared with period 1924 to 1927				82.5%	84.4%	91.3%	85.0%	86.6%	72.9%	72.0%	81.0%
(21)	Improvement 1938 compared with 1924				75.0%	87.7%	96.5%	84.2%	88.0%	82.9%	82.5%	87.5%

Includes meter car train miles.

Source - Columns (b), (c) and (d): Annual Reports to the Interstate Commerce Commission, Schedule No. 531.

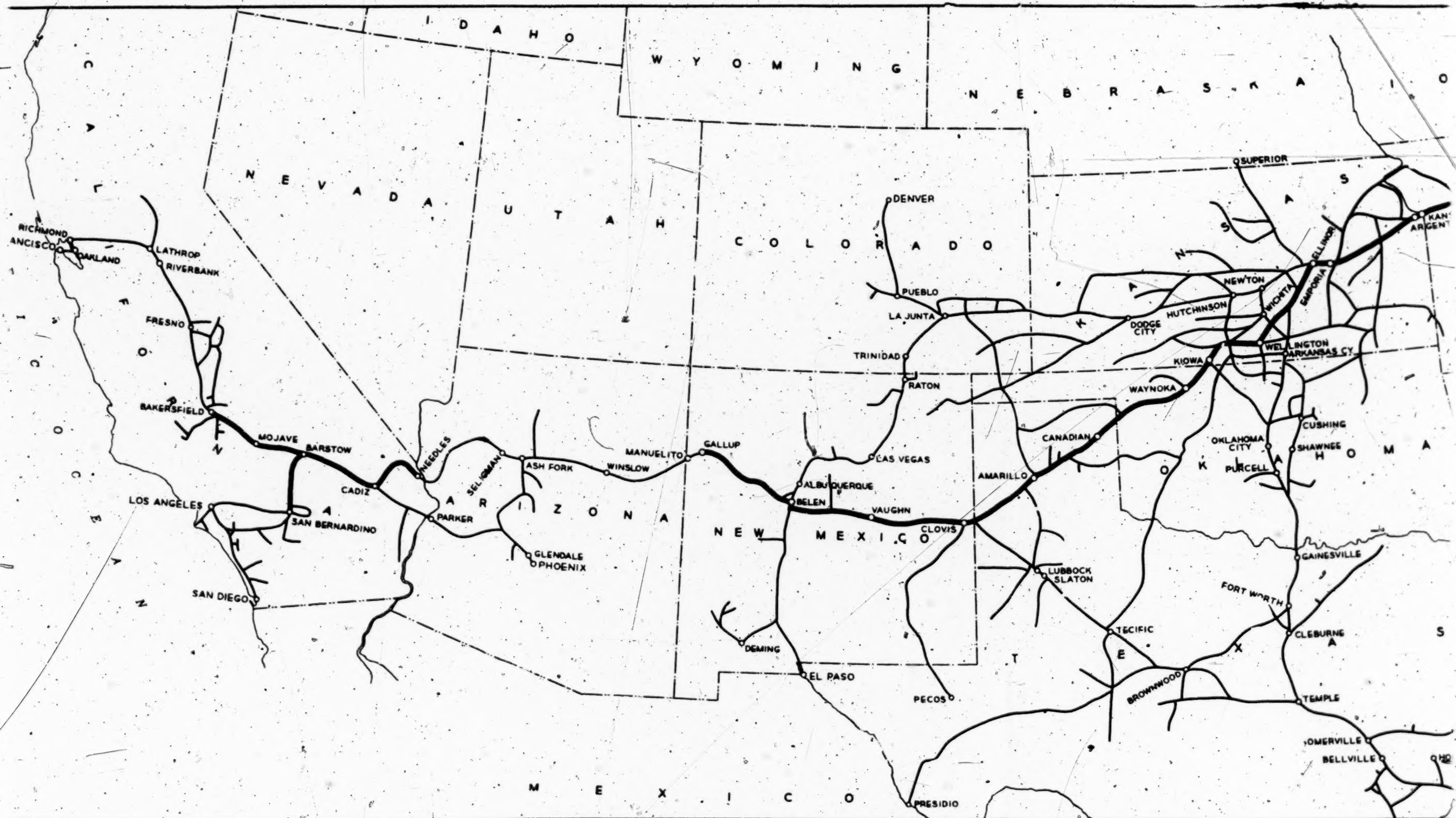
Columns (e) to (i), both inclusive: Annual Accident Bulletins issued by the Interstate Commerce Commission, Table No. 101.

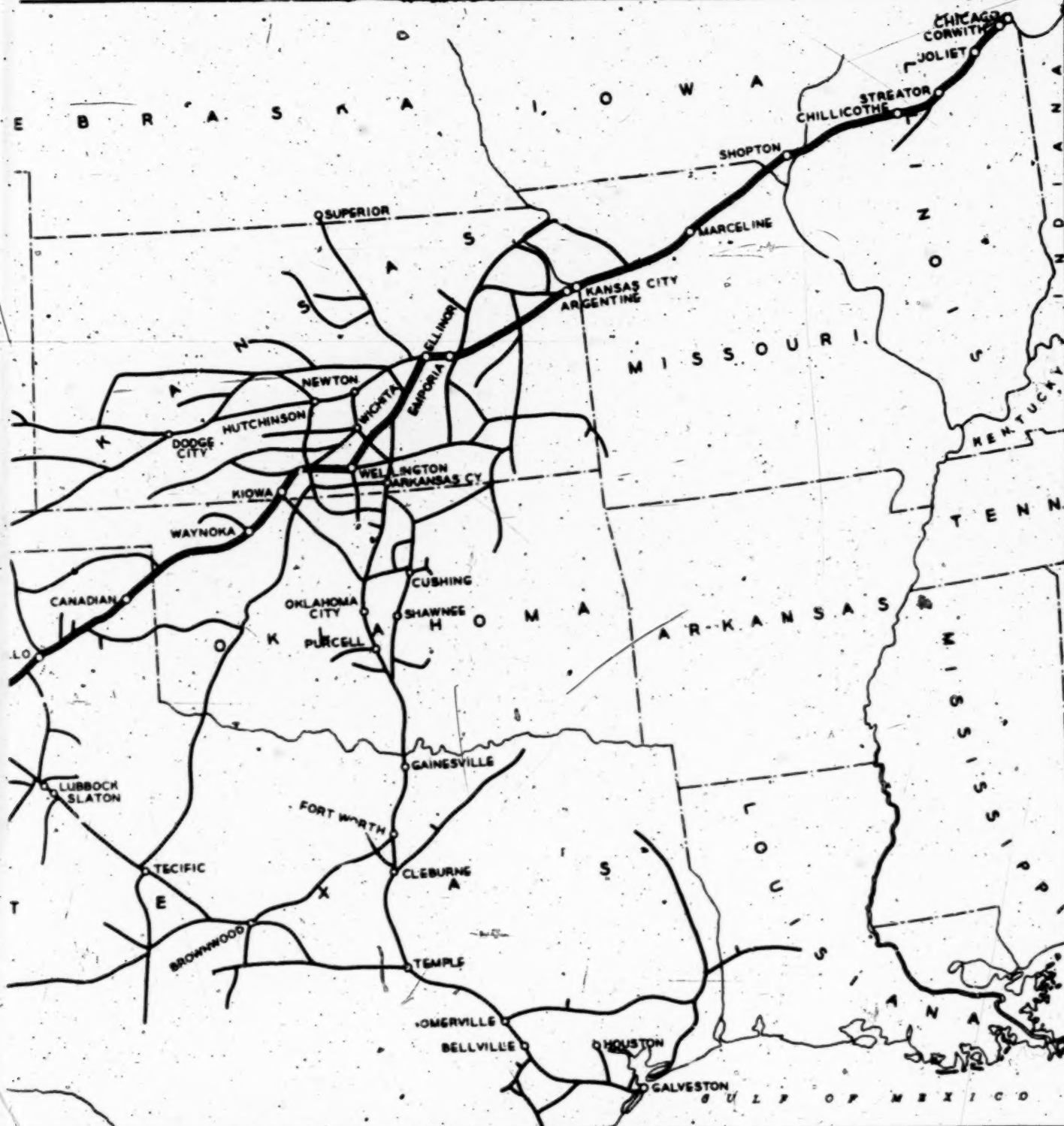
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Defendant's Exhibit No. 124 (Witness Blanchard)

~~Defendant's Exhibit~~ Jan. 6, 1941





THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM.

HEAVY LINE INDICATES TERRITORY COVERED BY TYPICAL FREIGHT TRAIN EXHIBIT.

Defendant's Exhibit No. 125 (Witness Blanchard)

Jan. 6, 1941

ess

MAIN TRACK OPERATED MILEAGE
of
THE A. T. & S. F. RY. SYSTEM
C.E.S., Chicago, Dec., 1940

Los Angeles to Chicago (via Amarillo)

Division	District	Single Trk	East Bd Trk	West Bd Trk	Total
Los Angeles	Third	57.4	14.1	14.1	85.6
"	First	-	82.8	80.8	163.6
Arizona	Second	-	185.7	187.6	373.3
"	First	-	143.7	149.0	292.7
Albuquerque	Third	-	143.6	141.7	285.3
"	Second	-	127.7	127.7	255.4
"	First	-	134.1	133.7	267.8
"	Belen	10.3	-	-	10.3
Pecos	Second	103.0	-	-	103.0
"	First	130.3	-	-	130.3
Prairie	Third	35.1	18.6	18.6	72.3
"	Second	43.0	54.9	54.9	151.8
"	First	108.7	4.4	4.4	117.5
Panhandle	First	108.6	-	-	108.6
Wadley	Second	79.1	20.8	10.4	110.3
"	First	-	17.3	13.3	30.6
Eastern	Second	-	112.1	112.1	224.2
Missouri	Second	-	103.8	103.8	207.6
"	First	-	112.7	112.7	225.4
Illinois	Second	-	194.5	194.5	389.0
"	First	-	130.1	130.1	260.2

Dallas to Elmer (via La Junta)

Albuquerque	First	82.3	2.7	2.7	87.7
New Mexico	Third	124.2	-	-	124.2
"	Second	103.5	0.5	0.5	110.5
"	First	31.4	18.2	18.2	67.8
Colorado	First	134.0	4.3	4.3	142.6
Western	Second	107.7	18.5	18.5	144.7
"	First	-	11.9	11.9	23.3

C.R.C., Chicago, Dec., 1940

Los Angeles to Chicago (via Amarillo)

Division	District	Single Trk	East Bd Trk	West Bd Trk	Total
Los Angeles	Third	57.4	14.1	14.1	85.6
"	First	-	31.9	30.8	162.6
Arizona	Second	-	185.7	187.6	373.3
"	First	-	149.7	149.0	298.7
Albuquerque	Third	-	143.6	141.7	285.3
"	Second	-	127.7	127.7	255.4
"	First	-	134.1	133.7	267.8
"	Belien	103.3	-	-	103.3
Pecos	Second	103.0	-	-	103.0
"	First	130.3	-	-	130.3
Prairie	Third	95.1	13.6	13.6	122.3
"	Second	43.0	54.9	54.3	152.2
"	First	103.7	4.4	4.4	112.5
Panhandle	First	106.6	-	-	106.6
Midale	Second	73.1	20.3	10.4	110.7
"	First	-	13.3	13.3	26.6
Eastern	Second	-	112.1	112.1	224.2
Missouri	Second	-	103.3	103.3	206.6
"	First	-	112.7	112.7	225.4
Illinois	Second	-	104.5	104.5	209.0
"	First	-	130.1	130.1	260.2

Trains to Elmer (via La Junta)

Albuquerque	First	23.3	3.7	3.7	30.7
New Mexico	Third	114.2	3.3	3.3	120.8
"	Second	103.5	3.3	3.3	110.1
"	First	31.4	20.1	20.1	71.6
Colorado	First	104.0	3.7	3.7	111.4
Western	Second	112.7	11.3	11.3	135.3
"	First	-	11.3	11.3	22.6
Midale	First	-	11.3	11.3	22.6

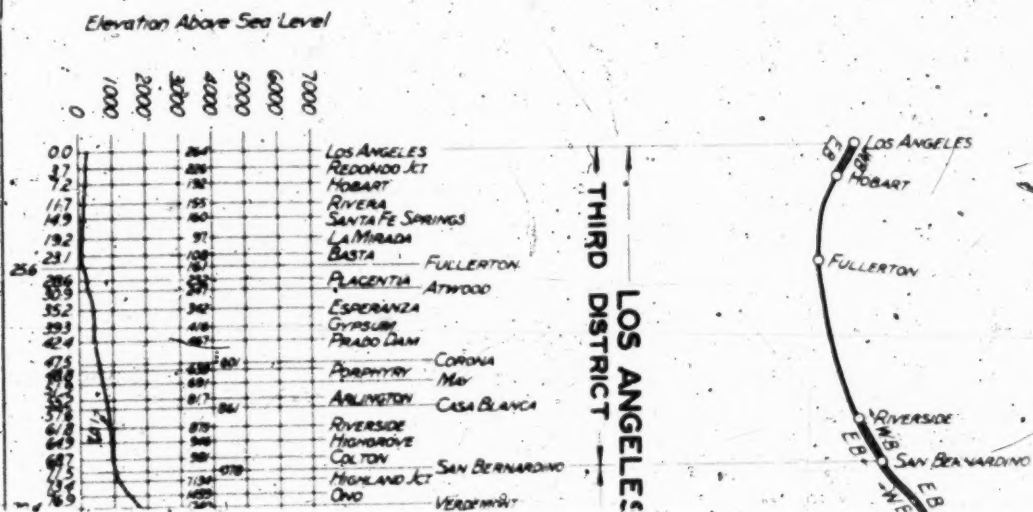
Part of District No. 7.

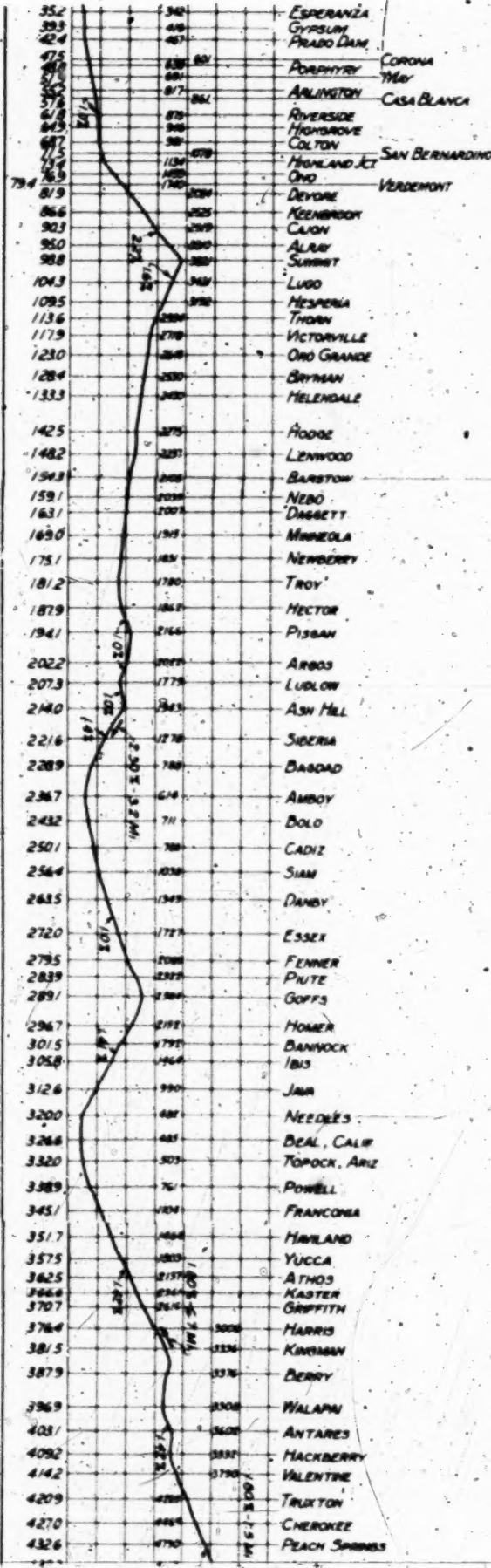
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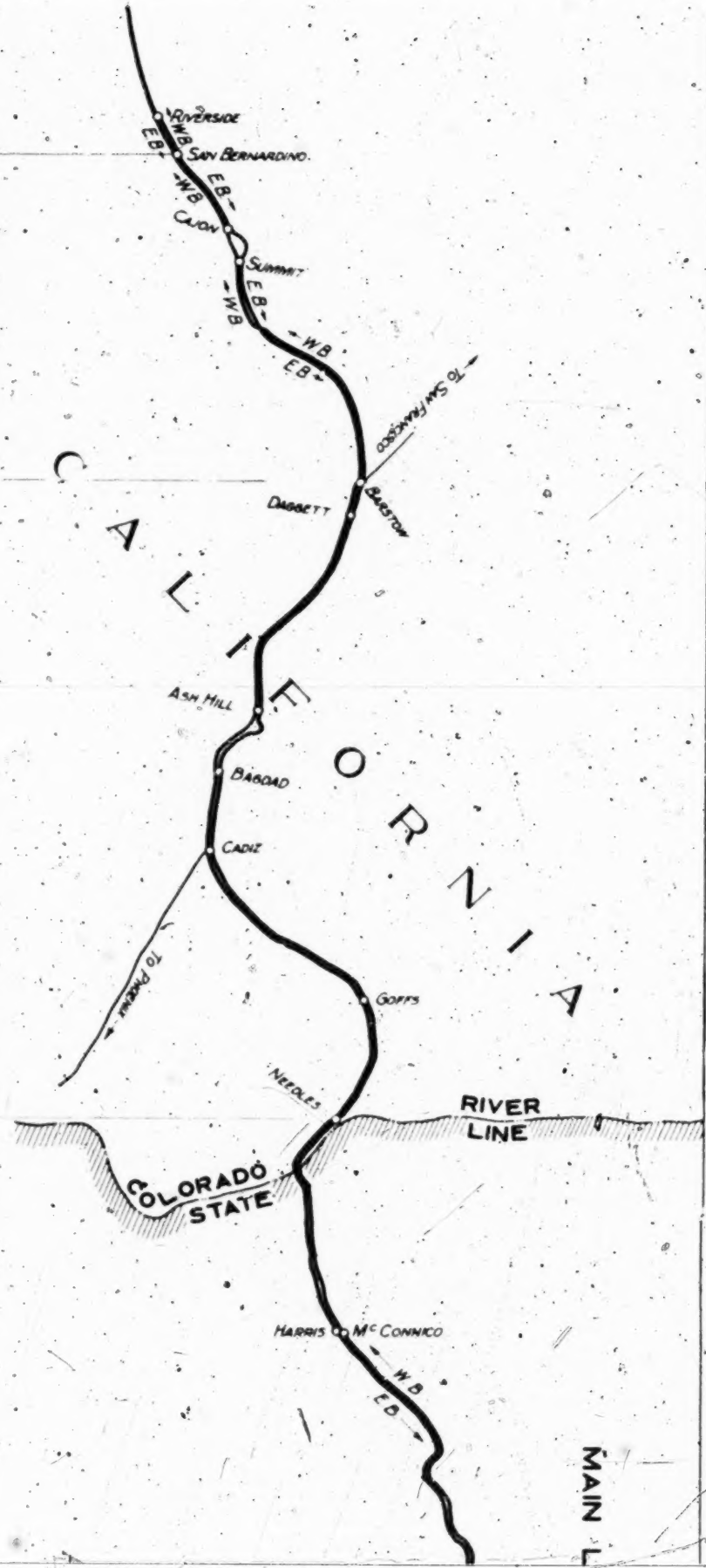
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The controlling ascending or ruling eastbound or westbound grades are shown immediately below the grade line.





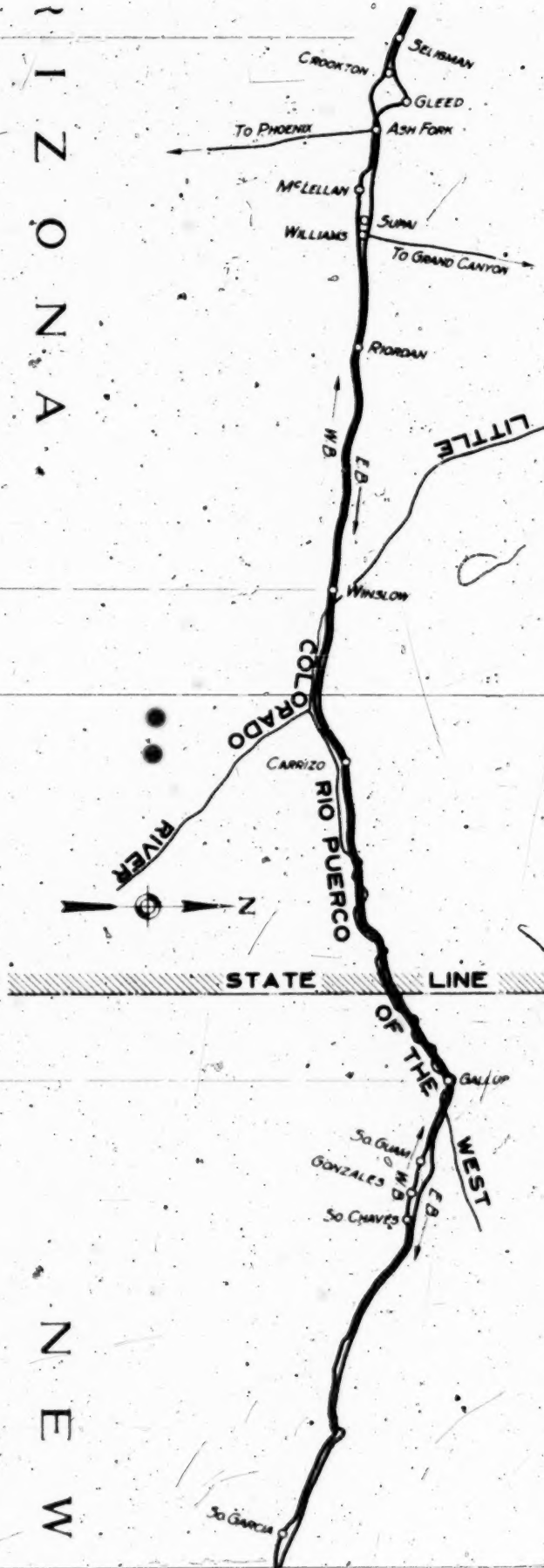
LOS ANGELES DIVISION
 DISTRICT -- FIRST DISTRICT
 SECOND DISTRICT
 ARIZONA DIVISION
 FIRST DISTRICT



Defendant's Exhibit N
 Jan. 6, 1

Witness Blanchard)

F THE A. T. & S. F. RY. CO. BETWEEN LOS ANGELES, CALIFORNIA AND CLOVIS, NEW MEXICO



ARIZONA

NEW

THIRD DISTRICT

ALBUQUERQUE DIVISION
SECOND DISTRICT

FIRST DISTRICT

4658	5300	CHINO
4687	5300	SELMAN
4750	5300	PAN
4800	5300	CROOKTON
4871	5300	PIREVETA
4947	5300	ASH FORK
5022	5300	DAZE
5089	5300	CORIN
5176	5300	SUPAI
5210	5300	WILLIAMS
5311	5300	CHALENDER
5367	5300	MAINE
5427	5300	BELLEMONT
5483	5300	RIORDAN
5548	5300	FLAGSTAFF
5588	5300	CLIFFS
5656	5300	COSMID
5760	5300	ANDELL
5814	5300	HIBBARD
5866	5300	CANYON DIABLO
5928	5300	SUNSHINE
6004	5300	DENHESON
6057	5300	MOQUI
6131	5300	WINSLOW
6187	5300	HOBSON
6241	5300	MAINE
6300	5300	MANILA
6352	5300	JOSEPH CITY
6400	5300	PENANCE
6456	5300	HOLBROOK
6530	5300	ABETZ
6602	5300	CARRIZO
6663	5300	ADAMANA
6732	5300	BIBO
6794	5300	PINTA
6856	5300	NAVALO
6929	5300	CHAMBERS
6988	5300	CNETO
7073	5300	HOLCK
7114	5300	ALLANTOWN
7182	5300	LUPTON, ARIZ
7244	5300	MANUELITO, NEW MEX
7316	5300	DEFIANCE
7364	5300	WEST YARD
7410	5300	GALLUP
7470	5300	ZUNI
7525	5300	WINBATE
7582	5300	CINZA
7634	5300	NORTH GUAM
7745	5300	THOREAU
7783	5300	NORTH CHAVES
7852	5300	BACA
7929	5300	BLUEWATER
7990	5300	TOLTEC
8046	5300	GRANTS
8145	5300	ANZAC
8183	5300	MC CARTY'S
8229	5300	ACOMITA
8320	5300	LAGUNA
8368	5300	QUICK
8421	5300	MANNON
8467	5300	ARMUJO
8528	5300	SURBANEZ
8593	5300	NORTH GARCIA
8663	5300	RIO PUERCO

IS. NEW MEXICO

N E W M E X I C O

1ST DISTRICT

SECOND DISTRICT

PECOS DIVISION

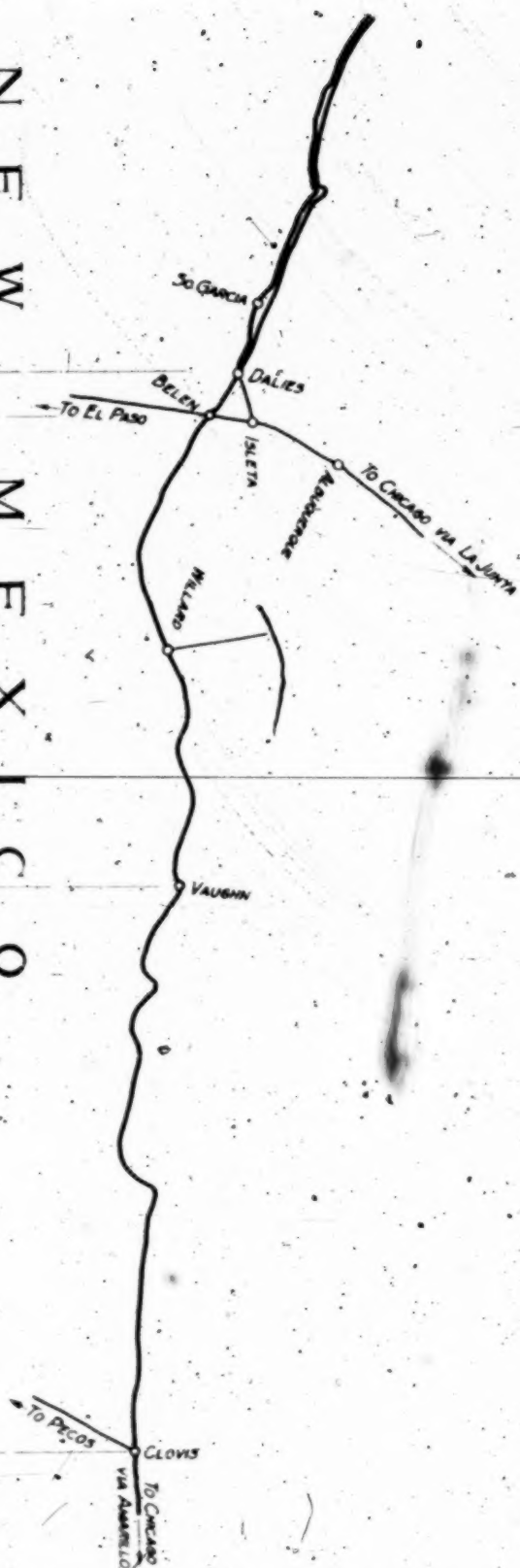
FIRST DISTRICT

7929	6639	BLUEWATER
7990	6600	TOLTEC
8046	6560	GRANTS
8145	6520	ANZAC
8183	6500	MC CARTY'S
8229	6479	ACOMITA
8320	6400	LAGUNA
8368	6353	QUIRK
8421	6339	MARION
8467	6300	ARMUJO
8528	6261	SUNANEE
8593	6244	NORTH GARCIA
8663	6205	RIO PUERTO
8751	6209	DALIES
8793	6167	FELIPE
8854	6109	BELEN
8890	6087	MADRORE
8958	6037	BODEGA
9003	6068	BECKER
9064	6043	SALIS
9130	6000	SCHOLLE
9197	5944	ABO
9262	5891	MOUNTAINMAN
9326	5812	BRONCHO
9398	5700	WILLARD
9461	5684	SILIO
9531	5777	LUCY
9585	5780	CULEBRA
9624	5737	DUNMOOR
9731	5790	NEBRA
9781	5713	ENCINO
9839	5720	CARNERO
9896	5679	TEJON
9944	5657	VAUGHN
9993	5610	IDEN
10062	5629	JOFFRE
10129	5430	DUGRO
10201	5794	CARDENAS
10258	5725	BUCHANAN
10317	4971	LARBO
10380	4771	YESO
10449	4571	EVANOLA
10516	4403	RICARDO
10575	4260	ABUDO
10651	4063	FORT SUMNER
10718	4115	LA LANDE
10791	4124	TAIBAH
10834	4200	TOLAR
10888	4305	KRIDER
10947	4400	CANTARA
11011	4395	MELROSE
11090	4335	ST VRAIN
11145	4262	GRIER
11197	4360	GALLANER
11252	4260	CLOVIS

Elevation Above Sea Level

5451

5451



Defendant's Exhibit No. 127 (Witness Blanchard)
Jan. 6, 1941

ATCHISON, TOPEKA AND SANTA FE RAILWAY
DATES OF CONSTRUCTION OF SECOND TRACK ACROSS THE STATE OF ARIZONA

			<u>MILES</u>	<u>YEAR</u>
New Mexico - Arizona State Line	MP 179 + 1483 to Chambers	MP 205 + 3907	26.4	1927
Chambers	MP 205 + 3907 to Carrise	MP 239 + 3714	34.0	1928
Carrise	MP 239 + 3714 to Joseph City	MP 263 + 1853	23.6	1940
Joseph City	MP 263 + 1853 to	MP 282 + 2453	19.1	1930
	MP 282 + 2453 to	MP 283 + 1711	0.9	1931
	MP 283 + 1711 to W. of Winslow	MP 287 + 1028	3.8	1930
West of Winslow	MP 287 + 1028 to W. of Dennison	MP 300 + 3485	13.5	1910
Dennison	MP 300 + 3485 to near Flagstaff	MP 342 + 2645	41.8	1913
Near Flagstaff	MP 342 + 2645 to Ashfork	MP 401 + 1015	58.7	1911
Ashfork	MP 401 + 1015 to Yampai	MP 452 + 947	51.0	1913
Yampai	MP 452 + 947 to Hackberry	MP 489 + 1760	37.1	1923
Hackberry	MP 489 + 1760 to Louise	MP 514 + 647	24.8	1922
Louise	MP 514 + 647 to near Topock	MP 566 + 590	52.0	1923
Near Topock	MP 566 + 590 to Colorado River Br.	MP 566 + 3952	0.7	1913
	TOTAL		387.4	

Defendant's Exhibit No. 128 (Witness Blanchard)
Jan. 6, 1941

Weight of Rail
in Main Track Operated Mileage of A.T. & S.F. Ry. System
Los Angeles to Chicago (via Amarillo)

Location	District	Single Track			East Bound Track			West Bound Track			Total
		90#	110-112#	130-131#	90#	110-112#	130-131#	90#	110-112#	130-131#	
Los Angeles	Third		57.4		2.8	11.3		1.7	12.4		85.6
	First				0.3	58.0	24.5	0.5	70.4	9.9	161.6
San Antonio	Second				0.8	164.9		0.8	166.8		331.7
	First					147.2	2.5	0.1	146.4	2.5	295.7
Merquero	Third					137.3	6.3		127.6	15.1	286.3
	Second				1.0	106.4	20.3		123.0	4.7	255.4
	First					134.1			133.7		267.8
	Selen	0.3	10.0								10.3
	Second	2.1	106.9								109.0
	First	1.1	122.7	7.0							130.8
	Third	1.9	72.7	10.5		18.6			18.6		122.3
	Second		43.0			54.9			54.9		152.8
	First		103.7			4.4			4.4		112.5
Indle	First		100.6								106.6
	Second		79.1			20.8		16.2	4.6		120.7
	First					9.4	3.9		13.3		26.6
San Antonio	Second					112.1			112.1		224.2
Merquero	Second					103.8			90.7	13.1	207.6
	First					109.7	3.0		112.7		225.4
Merquero	Second					104.5			104.5		209.0
	First					130.1			130.1		260.2
Totals		5.4	702.1	17.5	4.9	1427.5	60.5	19.3	1426.2	45.3	3708.7

Dalles to Ellinor (via La Junta)

Merquero	First		23.9		2.7			2.7			29.3
Mexico	Third		118.8	5.4		5.0	2.4		7.4		139.0
	Second		109.5		0.5			0.5			110.5
	First	0.8	80.6			1.1	22.1		1.2	22.0	127.8
Merquero	First	0.9	173.1	20.0	4.9	3.4		2.5		5.8	210.6
Merquero	Second		107.7		0.7	11.8		0.7	11.8		132.7
	First					32.9			32.9		65.7
	First					59.7			59.7		119.4
Totals		1.7	613.6	25.4	8.8	113.9	24.5	6.4	113.0	27.8	935.1

* Part of District only.

S.F., Chicago, Dec., 1940

Defendant's Exhibit No. 129 (Witness Blanchard)

Jan. 6, 1941

Class of Ballast
in Main Track Operated Mileage of the A.T. & S.F. Ry. System
Los Angeles to Chicago (via Amarillo)

Division	JAN 6 1941	District	Single Track			East Bound Track			West Bound Track			JAN 6 1941	Total
			Rock	Gravel	Cinders	Rock	Gravel	Cinders	Rock	Gravel	Cinders		
Los Angeles		Third	18.2	39.2		0.7	7.4		6.7	17.4			85.6
"		First				2.9	80.2		4.0	76.8			163.6
San Antonio		Second					104.7			147.4			252.1
"		First					104.7	24.0		100.9	25.0		254.6
Albuquerque		Third						143.6			142.7		286.3
"		Second						127.7	10.5		117.2		255.4
"		First *				87.5	1.2	45.4	102.1	0.9	30.7		207.8
"		Belen		10.3									10.3
Las Alamos		Second	109.0										109.0
"		First	130.8										130.8
Las Alamos		Third	85.1			18.6			18.6				122.3
"		Second	43.0			54.9			54.9				152.8
"		First	103.7			4.4			4.4				112.5
Sanhandle		First	100.6										106.6
Idle		Second	73.6	5.5		8.3	1.4	11.1	19.7		1.1		120.7
"		First *				13.3			13.3				26.6
Stern		Second				112.1			112.1				224.2
Missouri		Second				60.8	43.0		55.3	48.3	0.2		207.6
"		First				45.6	87.1		55.2	54.3			225.4
"		Second				42.9	54.6		46.7	57.0			209.0
"		First				37.3	92.0	0.8	20.2	108.5	1.3		260.2
Totals			670.0	55.0		502.0	556.3	352.6	527.0	602.3	318.2		3583.4*

Dallies to Ellinor (via La Junta)

Albuquerque	First *	14.0		9.9			2.7			2.7		29.3
San Mexico	Third	124.2			7.4			7.4				139.0
"	Second	109.5			0.5			0.5				110.5
"	First	81.4			23.2			23.2				127.8
Colorado	First	194.0			8.3			8.3				210.6
Stern	Second	103.8		3.9	7.2		5.3	5.4		7.1		132.7
"	First *				31.2		1.7	30.4		2.5		65.8
Idle	First *				59.7			59.7				119.4
Totals		626.9		13.8	137.5		9.7	134.9		12.3		935.1

* Part of District only

does not include 20.2 miles W.B. and 61.0 miles E.B. ballasted with native material

** " " " 23.1 " " " 21.0 " " "

"Rock" consists of crushed rock, prepared gravel, and slag

"Gravel" " " pit-run gravel, screenings and chats

"Cinders" " " volcanic cinders and engine cinders

E.S., Chicago, Dec., 1940

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

FREIGHT OPERATING AND FREIGHT TRANSPORTATION EXPENSES RELATED TO TRAFFIC

Calendar Years 1922 to 1939, Inclusive

Year (a)	Revenue ton-miles (b)	Freight operating expenses (c)	Freight transportation expenses (d)	Averages per 1,000 revenue ton-miles	
				Freight operating expenses (e)	Freight transportation expenses (f)
1939	11,700,077,134	\$88,561,342	\$40,145,180	\$7.57	\$3.43
1938	11,172,423,784	85,780,909	40,701,465	7.68	3.64
1937	12,937,725,968	101,416,375	45,009,565	7.84	3.48
1936	11,513,453,101	90,413,214	38,953,809	7.85	3.38
1935	9,718,655,287	77,063,186	33,140,292	7.93	3.41
1934	9,351,567,968	72,792,249	29,939,688	7.78	3.20
1933	8,711,882,176	65,938,173	27,282,826	7.57	3.13
1932	9,069,545,011	71,975,533	29,396,927	7.94	3.24
1931	12,350,190,688	94,111,163	38,992,293	7.62	3.16
1930	14,526,835,462	113,553,032	46,432,793	7.82	3.20
1929	16,579,277,969	125,874,358	51,629,022	7.59	3.11
1928	15,207,097,600	121,587,989	49,876,992	8.00	3.28
1927	16,247,802,274	127,471,148	52,836,757	7.85	3.25
1926	16,314,038,059	122,082,167	54,913,202	7.48	3.37
1925	13,861,804,088	116,880,229	50,722,540	8.43	3.66
1924	13,080,877,846	121,081,259	50,197,381	9.26	3.84
1923	12,323,632,260	124,101,728	51,326,467	10.07	4.16
1922	11,177,223,688	117,860,319	49,338,971	10.54	4.41
Total					
1936-1939	47,323,679,987	366,171,840	164,810,019	7.74	3.48
Total					
1922-1925	50,443,537,882	479,923,535	201,585,359	9.51	4.00
Percent of improvement 4 years 1936-1939 compared with 4 years 1922-1925				18.6	13.0

SOURCE: Revenue ton-miles - Annual reports to the Interstate Commerce Commission of operating lines comprising Atchison System.

Freight operating and transportation expenses - Accounting records of Atchison System operating lines for years 1922 and 1923; thereafter annual reports of operating lines comprising Atchison System to the Interstate Commerce Commission.

Defendant's Exhibit No. 131 (Witness G.A. McDonald)
Jan. 6, 1941

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

FREIGHT SERVICE OPERATING AVERAGES
CALENDAR YEARS 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938 AND 1939

Item	1922	1924	1926	1928	1930	1932	1934	1936	1938	1939	Per Cent Increase 1939 Over 1922
Miles of line operated in freight service	11 701	11 831	12 121	12 388	13 195	13 545	13 319	13 230	13 502	13 456	15.0
Freight train miles	22 311 848	23 072 826	25 378 666	23 251 846	22 977 390	18 003 195	18 820 258	21 827 586	20 881 598	21 477 099	Dec. 3.7
Freight cars per freight train	41.5	46.6	50.1	52.7	51.3	44.4	44.5	44.6	45.3	45.9	10.6
Net tons per freight train	582	646	712	740	709	550	547	589	579	600	3.1
Average tractive power per locomotive (Pounds)	41 539	43 779	46 079	48 924	50 158	50 767	51 825	52 402	53 171	53 959	29.9
Average capacity per freight car (Tons)	36.9	37.6	38.2	39.7	41.2	41.6	41.9	42.7	43.5	43.6	18.2
Freight train speed (Miles per hour)	12.9	13.3	13.6	14.8	16.0	17.8	18.5	18.6	19.2	19.6	51.9
Gross ton-miles per freight train-hour	19 350	22 887	25 423	29 445	31 115	29 492	30 642	32 562	34 233	35 471	83.3
Net ton-miles per freight train-hour	7 481	8 615	9 664	10 973	11 370	9 803	10 116	10 936	11 090	11 699	56.4
Gross ton-miles (exclusive of locomotives and tenders) per ton of fuel	11 628	13 567	15 043	16 097	16 772	15 906	15 661	14 142	14 587	14 723	26.6

1. Reported in Schedule 531 of Annual Report Form A to the Interstate Commerce Commission.
- 2, 3, 4, 7, and 8. For years 1922 to 1934 inclusive developed from Form OS-A and for years 1936 to 1939 inclusive taken direct from Form OS-A filed with the Interstate Commerce Commission.
5. Total tractive effort divided by total steam locomotives available for service at close of year as reported in Schedule 417 of Annual Report Form A to the Interstate Commerce Commission.
6. Aggregate capacity of all freight carrying cars divided by total number of such cars available for service at close of year as reported in Schedule 417 of Annual Report Form A to the Interstate Commerce Commission.
9. Net ton-miles divided by train hours as reported on Form OS-A to the Interstate Commerce Commission.
10. Gross ton-miles (cars, contents and cabooses) divided by equated net tons of fuel consumed as reported to the Interstate Commerce Commission years 1922 to 1934 inclusive on Form OS-A, and years 1936 to 1939 inclusive on Forms OS-A and OS-E.

Defendant's Exhibit No. 132 (Witness J.P. McDonald)

Jan. 6, 1941

Superior Court, Pima Co., Arizona

State v. S.P.Co. No. 20087

Annual Report to the Interstate Commerce Commission

The Atchison, Topeka and Santa Fe Ry. System. Year 1939

Report for the Year ended December 31, 1939 Defs. E

The Atchison, Topeka and Santa Fe Ry. Syst

541. REVENUE FREIGHT CARRIED DURING THE YEAR

Give the particulars called for concerning the commodities carried on the respondent's road during the year, the revenue from which is includible in account No. 101, "Freight", classifying them in accordance with the Interstate Commerce Commission's Order of November 22, 1927, in the Matter of Freight Commodity Statistics, effective on January 1, 1928, as amended by order of December 14, 1938.

Class 10 to 701 should include railroad traffic only, all L. C. L. traffic being included in class 710.

Information as to carloads, tons, and revenue of forwarder traffic included in class 701 should be reported against commodity class designated 701-A. To avoid undue clerical labor, class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 80 percent of such traffic handled on respondent's line. The term "Forwarder traffic" means freight traffic consigned by or to a forwarder, i. e., a company,

firm, or individual recognized as engaged in the business of collecting and accumulating less-than-carload shipments into consolidated carloads without an ownership interest in the property so handled.

A "carload" for the purpose of this report should consist of a shipment of not less than 10,000 pounds of one commodity from one consignor to one consignee. Where mixed carload ratings are provided in classifications or tariffs, a mixed carload should be treated as a carload within the meaning of this paragraph, provided such shipment is from one consignor to one consignee at one destination, or in the case of shipments upon which stop-overs are permitted, from one consignor to two or more consignees, each at a different destination; and provided the shipments are waybilled at, and the charges are collected upon, the basis of the carload rate applicable. In such cases the shipment should be treated as a carload of that commodity which forms the major portion of the shipment in weight.

REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD

Commodity group or class	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		TOTAL
	Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)	
GROUP I. PRODUCTS OF AGRICULTURE					
Wheat	66 886	3 187 010	4 103	199 002	
Corn	6 327	234 959	1 666	63 772	
Oats	1 014	33 364	707	22 841	
Barley and rye	2 331	79 168	432	16 917	
Rice	1 869	63 051	139	4 351	
Grain, n. o. s.	116	4 528	64	2 043	
Flour, wheat	9 280	246 846	20 180	529 532	
Meal, corn	155	3 966	42	1 136	
Flour and meal, edible, n. o.	86	2 620	27	735	
Cereal food preparations, edible, n. o.	437	8 425	99	2 231	
Mill products, n. o. s.	9 162	221 464	7 294	174 822	
Hay and alfalfa	1 081	14 802	453	6 090	
Straw	595	7 531	1	13	
Tobacco, leaf					
Cotton in bales	16 285	194 647	1 051	23 600	
Cotton linters, nolls, and waste	242	5 540	327	7 997	
Cottonseed	369	10 612	151	4 293	
Cottonseed meal and cake	803	20 402	378	8 554	
Oranges and grapefruit	4 082	74 019	22 516	404 722	
Lemons, limes, and citrus fruits, n. o. s.	1 726	32 553	4 439	75 841	
Apples, fresh	9	143	9	146	
Bananas	916	10 158	92	1 008	
Berries, fresh					
Cantaloupes and melons, n. o. s.	329	3 928	2 318	26 769	
Grapes, fresh	1 029	16 850	7 956	135 037	
Peaches, fresh	497	8 307	1 009	16 365	
Watermelons	36	445	46	573	
Fruits, fresh, domestic, n. o. s.	368	4 856	855	12 609	
Fruits, fresh, tropical, n. o. s.	12	176	290	4 139	
Potatoes, other than sweet	4 764	75 758	10 436	159 814	
Cabbage	49	642	215	2 759	
Onions	531	7 806	1 643	23 308	
Tomatoes	93	1 002	990	10 739	
Vegetables, fresh, n. o. s.	1 033	11 918	4 978	57 708	

In stating the number of tons received from connecting carriers, all shipments should be included that, so far as apparent from the information on the waybills or abstracts of waybills, have been received from connecting rail carriers either directly or indirectly. Shipments from boat lines should also be included when identified as having had previous rail transportation by United States rail carriers or as moving on joint through bills of lading by coastwise water carriers and railways.

Tonnage originating on switching roads connecting directly or indirectly with respondent's line should be regarded as tonnage originated by respondent.

Import traffic and traffic from outlying possessions of the United States received from water carriers should be regarded as originating at the port of entry.

All other tonnage should be treated as originating on line, including finished products from transit points.

The terms "delivered to connecting line" should be understood in a manner consistent with the definition of "received from connecting line" in the note on page 518 showing the proportion thereof credited to account on whose rails protective service to which the charges are credited, in such services. Tariff charges for in transit, or at destination, which (standard) charges from the point first applicable, and which are not should be reported by the carrier to

REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS

Commodity group or class	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		TOTAL
	Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)	
Wheat	1 191	53 740	16	723	72 196
Corn	2 396	96 027	175	7 290	10 564
Oats	256	8 152	15	502	1 992
Barley and rye	143	5 140	9	345	2 915
Rice	152	4 715	56	2 050	2 216
Grain, n. o. s.	42	1 205	2	62	224
Flour, wheat	3 344	88 690	559	14 785	33 363
Meal, corn	135	3 633	4	120	336
Flour and meal, edible, n. o.	59	1 661	2	50	174
Cereal food preparations, edible, n. o.	1 008	18 456	71	1 185	1 615
Mill products, n. o. s.	3 026	73 577	94	2 234	19 576
Hay and alfalfa	297	4 591	20	285	1 851
Straw	1	10			597
Tobacco, leaf	40	803			40
Cotton in bales	398	7 219	17	435	17 751
Cotton linters, nolls, and waste	17	363	40	924	626
Cottonseed	34	862	13	353	567
Cottonseed meal and cake	2 626	64 373	91	2 097	3 898
Oranges and grapefruit	1 608	28 978	1 017	18 269	29 223
Lemons, limes, and citrus fruits, n. o. s.	2 974	56 893	353	5 989	9 492
Apples, fresh	1 200	21 048	302	5 600	1 520
Bananas	1 010	11 377	5	55	2 023
Berries, fresh	23	305	6	198	29
Cantaloupes and melons, n. o. s.	127	1 457	935	10 420	3 709
Grapes, fresh	781	13 133	3 471	59 978	13 237
Peaches, fresh	336	4 740	55	919	1 897
Watermelons	61	761	6	77	149
Fruits, fresh, domestic, n. o. s.	320	4 924	358	5 814	1 901
Fruits, fresh, tropical, n. o. s.	6	82	6	103	314
Potatoes, other than sweet	4 400	78 555	585	9 767	20 185
Cabbage	111	1 444	4	50	379
Onions	238	3 490	150	2 119	2 562
Tomatoes	172	1 875	90	982	1 345
Vegetables, fresh, n. o. s.	1 488	17 210	3 697	43 502	11 196
		5 241	174	5 549	822

(McDonald)

Report for the Year ended December 31, 1928

Defts. Ex. (Witness J.P. McDonald)

The Atchison, Topeka and Santa Fe Ry. System.

1 of 4 sheets

441. REVENUE FREIGHT CARRIED DURING THE YEAR!—Continued

tons received from connecting carriers, all that, so far as apparent from the information of waybills, have been received from or directly or indirectly. Shipments from ided when identified as having had previous States rail carriers or as moving on joint water carriers and railways. Switching runs connecting directly or indirectly should be regarded as tonnage originated by

on outlying possessions of the United States should be regarded as originating at the port be treated as originating on line, including points.

The terms "delivered to connecting carriers" and "terminating on line" should be understood in a manner consistent with the above definitions of "received from connecting carriers" and "originating on line."

"Freight revenue" means reporting carrier's gross freight revenue without adjustment for absorptions or corrections.

In the note on page 318 show the aggregate of the gross charges for protective services to perishable freight (without deduction for any proportion thereof credited to account No. 101, "Freight"). The carrier on whose rate protective service to perishable freight originates, or to which the charges are credited, will report the gross tariff charges for such service. Tariff charges for special services performed at origin, in transit, or at destination, which are not included in the established (standard) charges from the point at which the protective service was first applicable, and which are collected from shippers or consignees, should be reported by the carrier to which such charges accrue.

RECEIVED FROM CONNECTING CARRIERS

DELIVERED TO CONNECTING CARRIERS			TOTAL REVENUE FREIGHT CARRIED		Freight revenue (dollars)	Cents
of tons (lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)		
3 740	16	723	72 196	3 440 475	9 851	216
3 027	175	7 290	10 564	402 048	1 297	209
3 152	15	502	1 992	64 859	154	511
5 140	9	345	2 915	101 570	236	240
4 715	56	2 050	2 216	74 167	182	334
1 205	2	62	224	7 838	28	464
8 690	559	14 785	33 363	879 853	2 080	891
3 633	4	120	336	8 855	32	572
1 661	2	50	174	5 066	19	368
8 456	71	1 185	1 615	30 297	252	151
3 577	94	2 234	19 576	472 097	957	113
4 591	20	285	1 851	25 768	109	240
10			597	7 554	12	530
803			40	803	10	294
7 219	17	435	17 751	225 901	1 588	222
363	40	924	626	14 824	111	476
862	13	353	567	16 120	58	441
4 373	91	2 097	3 898	96 426	271	407
8 978	1 017	18 269	29 223	525 988	8 654	222
6 893	353	5 989	9 492	171 276	1 796	173
1 048	302	5 600	1 520	26 937	142	376
1 377	5	55	2 023	22 598	267	380
305	6	198	29	503	2	806
1 457	935	10 420	3 709	42 574	677	816
3 133	3 471	59 978	13 237	224 998	3 553	280
4 740	55	919	1 897	30 331	221	663
761	6	77	149	1 856	12	981
4 924	358	5 814	1 901	28 203	473	102
82	6	103	314	4 500	76	834
8 555	585	9 767	20 185	323 894	2 957	217
1 444	4	50	379	4 895	57	935
3 490	150	2 119	2 562	35 723	334	406
1 875	90	982	1 345	14 598	232	245
7 210	3 697	43 502	11 196	130 338	1 915	808
6 241	174	5 549	822	25 171	154	080

or more consignees, each at a different destination; and provided the shipment is waybilled at, and the charges are collected upon, the basis of the carload rate applicable. In such cases the shipment should be treated as a carload of that commodity which forms the major portion of the shipment in weight.

or more consignees, each at a different destination; and provided the shipment is waybilled at, and the charges are collected upon, the basis of the carload rate applicable. In such cases the shipment should be treated as a carload of that commodity which forms the major portion of the shipment in weight.

respondent.
Import traffic and traffic from outlying possessions of the United States received from water carriers should be regarded as originating at the port of entry.
All other tonnage should be treated as originating on line, including finished products from transit points.

such as in transit should first be apportioned to the origin of the traffic.

Commodity group or class	REVENUE PASSENGER ORIGINATING ON RESPONDENT'S LINE			
	TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS	
	Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)
GROUP I. PRODUCTS OF AGRICULTURE				
Wheat	66 886	3 187 010	4 103	199 002
Corn	6 327	234 959	1 666	63 772
Oats	1 014	33 364	707	22 841
Barley and rye	2 331	79 168	432	16 917
Rice	1 869	63 051	139	4 351
Grain, n. o. s.	116	4 528	64	2 043
Flour, wheat	9 280	246 846	20 180	529 532
Meal, corn	155	3 966	42	1 136
Flour and meal, edible, n. o.	86	2 620	27	735
Cereal food preparations, edible, n. o.	437	8 425	99	2 231
Mill products, n. o. s.	9 162	221 464	7 294	174 822
Hay and alfalfa	1 081	14 802	453	6 090
Straw	595	7 531	1	13
Tobacco, leaf				
Cotton in bales	16 285	194 647	1 051	23 600
Cotton linters, waste, and refuse	242	5 540	327	7 937
Cottonseed	369	10 612	151	4 293
Cottonseed meal and cake	803	20 402	375	8 554
Oranges and grapefruit	4 082	74 019	22 516	404 722
Lemons, limes, and citrus fruits, n. o. s.	1 726	32 553	4 439	75 841
Apples, fresh	9	143	9	146
Bananas	916	10 158	92	1 008
Berries, fresh				
Cantaloupes and melons, n. o. s.	329	3 928	2 318	26 769
Grapes, fresh	1 029	16 550	7 956	135 037
Peaches, fresh	497	8 307	1 009	16 365
Watermelons	36	445	46	573
Fruits, fresh, domestic, n. o. s.	368	4 856	855	12 609
Fruits, fresh, tropical, n. o. s.	12	176	290	4 139
Potatoes, other than sweet	4 764	75 758	10 436	159 814
Cabbages	49	642	215	2 759
Onions	531	7 806	1 643	23 308
Tomatoes	93	1 002	990	10 739
Vegetables, fresh, n. o. s.	1 033	11 918	4 978	57 708
Beans and peas, dried	148	4 614	288	8 767
Fruits, dried or evaporated	982	28 472	1 270	42 977
Vegetables, dry, n. o. s.	6	103	33	509
Vegetable-oil cake and meal, except cottonseed	201	4 408	40	1 191
Peanuts	168	3 208	159	2 744
Flaxseed	129	5 304		
Sugar beets	4 262	163 275	116	4 627
Products of agriculture, n. o. s.	3 836	95 428	3 082	66 194
TOTAL PRODUCTS OF AGRICULTURE	142 244	4 892 308	99 894	2 126 475

REVENUE PASSENGER RECEIVED FROM CONNECTING CARRIERS			
TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS	
Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)
1 191	53 740	16	723
2 396	96 027	175	7 290
256	8 152	15	502
143	5 140	9	345
152	4 715	56	2 050
42	1 205	2	62
3 344	88 690	559	14 785
135	3 633	4	120
59	1 661	2	50
1 008	18 456	71	1 185
3 026	73 577	94	2 234
297	4 591	20	285
1	10		
40	803		
398	7 219	17	435
17	363	40	924
34	862	13	353
2 626	64 373	91	2 097
1 608	28 978	1 017	18 269
2 974	56 893	353	5 989
1 200	21 048	302	5 600
1 010	11 377	5	55
23	305	6	198
127	1 457	935	10 420
781	13 133	3 471	59 978
336	4 740	55	919
61	761	6	77
320	4 924	358	5 814
6	82	6	103
4 400	78 555	585	9 767
111	1 444	4	50
238	3 490	150	2 119
172	1 876	90	982
1 488	17 210	3 697	43 502
212	6 241	174	5 549
531	12 485	111	3 783
53	823	4	48
456	10 639	35	785
299	5 731		
19	739		
395	14 555		
1 086	29 984	271	6 057
33 071	760 686	12 819	213 504

on outlying possessions of the United States should be regarded as originating at the port of origin, and should be treated as originating on line, including 1 point.

which are charged on arrival at such services. Tariff charges for special services performed at origin, in transit, or at destination, which are not included in the established (standard) charges from the point at which the protective service was first applicable, and which are collected from shippers or consignees, should be reported by the carrier to which such charges accrue.

BY RECEIVED FROM CARRIER'S CARRIER

DELIVERED TO (UNDER TWO CARRIERS)			TOTAL REVENUE FROM CARRIERS		Freight charges (cents)		Other charges
of tons (lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)	Number of carloads (lb.)	Number of tons (2,000 lb.)			
3 740	16	723	72 196	3 440 475	9 851	216	
5 027	175	7 290	10 564	402 048	1 297	209	
3 152	15	502	1 992	64 859	154	511	
5 140	9	345	2 915	101 670	236	840	
1 715	56	2 050	2 216	74 167	182	334	
1 205	2	62	224	7 838	28	464	
8 690	559	14 785	33 363	879 853	2 080	891	
3 633	4	120	336	8 855	32	578	
1 661	2	50	174	6 066	19	368	
8 456	71	1 185	1 615	30 297	252	151	
3 577	94	2 234	19 576	472 097	967	113	
4 591	20	285	1 851	25 768	109	940	
10			597	7 554	12	530	
803			40	803	10	294	
7 219	17	435	17 751	225 901	1 588	228	
363	40	924	626	14 824	111	475	
862	13	353	567	16 120	58	441	
4 373	91	2 097	3 898	96 426	271	407	
8 978	1 017	18 269	29 223	525 988	8 654	228	
6 893	353	5 989	9 492	171 276	1 796	173	
1 048	302	5 600	1 520	26 937	148	375	
1 377	8	55	2 023	22 598	267	380	
305	6	198	29	503	2	808	
1 457	935	16 420	3 709	42 574	677	816	
3 133	3 471	59 978	13 237	224 998	3 553	280	
4 740	55	919	1 897	30 331	221	663	
761	6	77	149	1 856	12	981	
4 924	358	5 814	1 901	28 203	473	102	
82	6	103	314	4 500	76	834	
8 655	585	9 767	20 185	323 894	2 967	217	
1 444	4	50	379	4 896	57	835	
3 490	150	2 119	2 562	36 723	334	105	
1 876	90	982	1 345	14 598	232	845	
7 210	3 697	43 502	11 196	130 338	1 915	508	
6 241	174	5 549	822	25 171	164	080	
2 485	111	3 783	2 894	87 717	869	082	
823	4	48	96	1 483	6	490	
0 639	35	785	732	17 023	64	420	
5 731			626	11 683	43	367	
739			148	6 043	13	868	
4 555			4 773	182 457	101	395	
9 984	271	6 057	8 275	197 663	1 278	725	
0 686	12 819	213 504	288 028	7 992 973	41 191	063	

Annual Report to the Interstate Commerce Commission

The Atchison, Topeka and Santa Fe Ry. System. Year 1939

541. REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

		REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD			
		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS	
Line No.	Commodity group or class	Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)
GROUP II. ANIMALS AND PRODUCTS (C. L.)					
170	Horses, mules, ponies, and asses	274	3 249	774	9 441
180	Cattle and calves, single-deck	23 616	273 635	21 532	242 935
181	Calves, double-deck	157	2 296	297	4 558
190	Sheep and goats, single-deck	489	2 837	224	1 265
191	Sheep and goats, double-deck	5 759	60 633	5 522	54 742
200	Pigs, single-deck	743	6 307	58	503
201	Pigs, double-deck	3 598	47 145	99	1 354
210	Fresh meats, n. o. s.	1 673	20 762	6 711	78 618
220	Meats, cured, dried, or smoked	432	9 941	284	4 532
230	Butterine and margarine	19	249		
231	Butter, basic, whole milk, n. o. s., not including model milk	550	8 697	203	2 787
240	Poultry, live	1	3	24	170
241	Poultry, dressed	109	1 312	1 195	13 834
250	Eggs	226	2 592	401	4 446
260	Butter	432	4 860	833	9 599
270	Cheese	13	170	4	54
280	Wool	1 344	16 855	890	13 991
290	Hides, green	311	8 689	427	12 263
300	Leather			2	26
310	Fish or sea-animal oil	574	21 540	174	4 907
320	Animals, live, n. o. s.				
330	Animal products, n. o. s. (other than leather and leather materials)	676	16 210	784	18 284
340	TOTAL ANIMALS AND PRODUCTS	40 929	507 988	40 438	478 309
GROUP III. PRODUCTS OF MINES (C. L.)					
350	Anthracite coal	236	10 320	164	6 501
360	Bituminous coal	13 368	580 776	8 708	403 196
370	Coke	350	14 003	2 175	103 526
380	Iron ore			759	44 012
390	Copper ore and concentrates	30 898	2 206 500	50	2 210
400	Lead ore and concentrates	630	27 864	1	41
410	Zinc ore and concentrates	2 121	108 454	1 020	47 365
420	Orss and concentrates, n. o. s.	959	48 063	363	17 131
430	Gravel and sand (other than glass or molding)	15 895	877 813	7 197	389 444
440	Stone, broken, ground, or crushed	7 773	416 296	1 601	89 614
450	Stone, rough, n. o. s.	108	4 918	22	957
460	Stone, finished, n. o. s.	16	413	8	249
470	Petroleum, crude	7 357	269 735	817	29 415
480	Asphalt (natural, by-product, or petroleum)	3 420	121 181	4 722	176 525
490	Salt	1 452	46 061	2 806	86 642
500	Phosphate rock, crude (ground or not ground)				
510	Sulphur (brimstone)	10 630	723 300	1 346	64 323
520	Products of mines, n. o. s.	7 594	322 537	1 761	89 620
530	TOTAL PRODUCTS OF MINES	102 807	5 853 284	33 520	1 550 671

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The Atchison, Topeka and Santa Fe Ry. System

541. REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

Line No.	Commodity group or class	REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS				TOTAL REVENUE FREIGHT CARRIED	
		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS		Number of carloads (j)	Number of tons (2,000 lb.) (k)
		Number of carloads (f)	Number of tons (2,000 lb.) (g)	Number of carloads (h)	Number of tons (2,000 lb.) (i)		
106		1	290	22	257	1 176	14 237
113 638		113 652	2 242	24 177	58 028	654 396	
527		7 556	256	3 590	1 237	18 000	
128		745	22	116	863	4 963	
1 803		18 840	564	5 576	13 648	139 791	
200		1 765	4	34	1 005	8 608	
1 131		15 232	15	184	4 843	63 915	
513		7 605	49	712	8 949	107 697	
478		8 721	80	1 291	1 274	24 485	
19		283			38	532	
227		3 926	7	137	987	15 547	
14		100	22	157	61	436	
67		994	46	538	1 417	16 678	
63		850	88	1 155	778	9 043	
166		2 227	22	245	1 453	16 931	
127		1 975	10	166	154	2 365	
74		929	82	988	2 390	32 763	
2		39	39	958	779	21 948	
1		15			3	41	
56		2 050	73	2 152	877	30 649	
298		7 036	139	3 851	1 897	45 381	
16 638		195 830	3 782	46 284	101 857	1 228 411	
9		290	2	54	411	17 166	
10 840		430 543	5 680	316 767	38 596	1 731 282	
563		20 008	53	1 814	3 141	139 351	
2		50	1	27	762	44 089	
36		1 523			30 984	2 210 233	
1		42	3	120	635	28 067	
384		21 555	41	2 500	3 566	179 874	
125		6 026	72	3 561	1 519	74 781	
3 423		190 150	245	12 587	26 760	1 469 994	
1 358		74 998	124	6 222	10 856	587 130	
100		3 829	6	199	236	9 903	
98		3 069	19	657	141	4 288	
6 407		239 725	70	2 211	14 651	541 086	
961		33 250	53	1 692	9 156	332 648	
2 077		62 955	125	4 712	6 460	200 270	
45		1 737	6	235	12 027	794 595	
2 438		111 851	126	5 470	11 919	599 528	
28 867		1 201 601	6 626	358 728	171 820	8 964 284	

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 Atchison, Topeka and Santa Fe Ry. System.
 REVENUE FREIGHT CARRIED DURING THE YEAR!—Continued

FROM CONNECTING CARRIERS			TOTAL REVENUE FREIGHT CARRIED			Freight revenue (dollars)		Class No.
DELIVERED TO CONNECTING CARRIERS								
Number of carloads (b)	Number of tons (2,000 lb.) (c)		Number of carloads (d)	Number of tons (2,000 lb.) (e)				
22		257	1	176	14	237	114	226
2 242	24	177	58	028	654	399	3	958 484
256	3	590	1	237	18	000		107 791
22		116		863	4	963	36	618
564	5	576	13	648	139	791	971	646
4		34	1	005	8	609	43	688
15		184	4	843	63	915	662	734
49		712	8	949	107	697	1	060 712
80	1	291	1	274	24	485	387	740
				38		532	7	588
7		137		987	15	547	203	976
22		157		61		436	8	065
46		538	1	417	16	678	254	849
88	1	155		778	9	043	113	754
22		245	1	453	16	931	257	382
10		166		154	2	365	46	359
82		988	2	390	32	763	451	819
39		958		779	21	948	152	604
				3		41	1	191
73	2	152		877	30	649	110	665
139	3	851	1	897	45	381	420	398
3 782	46	284	101	857	1	228 411	9	361 968
2		54		411	17	165	38	221
3 680	316	767	38	596	1	731 282	2	221 576
53	1	814	3	141	139	351	209	662
1		27		762	44	089	98	723
			30	984	2	210 233	326	215
3		120		635	28	067	118	766
41	2	500	3	566	179	874	404	679
72	3	561	1	519	74	781	278	006
245	12	587	26	760	1	469 994	899	797
124	6	222	10	856	587	130	492	516
6		199		236	9	903	36	585
19		657		141	4	288	12	685
70	2	211	14	651	541	086	549	064
53	1	692	9	156	332	648	800	724
125	4	712	6	460	200	270	637	586
6		235	12	027	794	595	977	202
126	5	470	11	919	599	528	1	066 503
6 626	358	728	171	820	8	964 284	9	168 500

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 341. REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

Line No.	Commodity group or class	TERMINATING AT LIVE		ORIGINATING AT CONNECTING CARRIES	
		Number of carloads (b)	Number of tons (100 lb.)	Number of carloads (b)	Number of tons (100 lb.)
GROUP IV. PRODUCTS OF FORESTS (C. I.)					
400	Logs	8 232	124 782	17	598
401	Posts, poles, and piling	1 043	30 275	477	14 275
402	Wood (fuel)	62	1 936	7	187
403	Ties, railroad	884	29 573	65	1 963
404	Pulpwood	563	24 132	778	33 096
405	Lumber, shingles, and lath	8 182	226 603	8 185	208 007
406	Box, crate, and cooperage materials	371	9 980	480	11 470
407	Spacer and build-up wood	2	35	4	84
408	Resin	17	499		
409	Turpentine	59	1 623	22	640
410	Crude rubber (not reclaimed)	12	334	52	1 685
411	Products of forests, n. o. s.	88	1 731	186	4 798
412	TOTAL PRODUCTS OF FORESTS	14 515	451 503	10 273	276 503
GROUP V. MANUFACTURES AND MISCELLANEOUS (C. I.)					
420	Petroleum oils, refined, and all other gasoline	40 253	1 134 100	57 425	1 534 819
421	Fuel, road, and petroleum residual oils, n. o. s.	18 271	701 006	17 633	560 867
422	Lubricating oils and greases	4 265	95 213	4 298	88 950
423	Petroleum products, n. o. s.	101	2 730	153	4 017
424	Crude oil	1 412	43 217	435	13 028
425	Cracked oil	21	506	21	606
426	Vegetable oils, n. o. s.	508	17 860	403	12 197
427	Sugar (beet or cane)	1 491	48 217	1 760	65 253
428	Table sugar and candy	315	8 305	21	584
429	Molasses, blackstrap, and beet molasses	396	17 907	93	4 025
430	Iron, pig	30	1 647	47	2 532
431	Iron and steel, cast, fish class in official classification, n. o. s.	7	392		
432	Nails, fast, pigs, frogs, and switches	162	7 780	36	1 578
433	Cast iron pipe and fittings	17	573	45	1 583
434	Iron and steel pipe and fittings, n. o. s.	2 011	69 780	658	23 275
435	Iron and steel, nails and wire, not woven	759	23 470	77	2 237
436	Iron and steel, cast fish class in official classification, n. o. s. (also in and wire pipe)	3 051	104 522	678	21 000
437	Copper, ingot, matte, and pig	64	3 228	1 159	63 703
438	Copper, brass, and bronze, bar, sheet, and pipe	53	2 619	257	14 591
439	Lead and zinc, ingot, pig, or bar	199	8 887	559	26 116
440	Aluminum, ingot, pig, or slab				
441	Machinery and boilers	314	6 674	366	8 415
442	Cement, natural or Portland (building)	13 885	462 843	6 912	250 544
443	Brick, common	669	24 475	203	6 553
444	Brick, n. o. s., and building tile	912	32 366	819	29 098
445	Artificial stone, n. o. s.	50	1 670	10	301
446	Lime, common, quick or slack	480	12 430	137	3 740
447	Plaster (stucco or wall) and dry kalsomine	2 365	54 380	2 771	64 925
448	Sewer pipe and drain tile (not metal)	584	9 551	55	983
449	Agricultural implements and parts, n. o. s.	435	6 336	90	1 490
450	Vehicles, horse-drawn, and parts, n. o. s.			3	15
451	Tractors and parts	475	6 386	133	2 196
452	Railway car wheels, axle, and trucks	28	749	7	268

Report for the Year ended December 31, 1939
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 341. REVENUE FREIGHT CARRIED DURING THE YEAR

Line No.	Commodity group or class	TERMINATING AT LIVE		ORIGINATING AT CONNECTING CARRIES	
		Number of carloads	Number of tons (100 lb.)	Number of carloads	Number of tons (100 lb.)
400	Logs	2 001	80 965	3	105
401	Poles, poles, and piling	2 273	63 044	141	3 972
402	Wood (fuel)	19	548		
403	Ties, railroad	566	17 386	6	148
404	Pulpwood			1	31
405	Lumber, shingles, and lath	16 289	413 476	2 188	58 755
406	Box, crate, and cooperage materials	4 029	96 215	226	5 493
407	Spacer and build-up wood	566	16 563	113	2 792
408	Roan	31	840	1	24
409	Turpentine	19	433	1	81
410	Crude rubber (not reclaimed)	3	102	1	45
411	Products of forests, n. o. s.	621	12 647	61	1 396
412	TOTAL PRODUCTS OF FORESTS	25 417	702 222	2 744	72 842
420	Petroleum oils, refined, and all other gasoline	15 195	412 008	3 711	97 536
421	Fuel, road, and petroleum residual oils, n. o. s.	2 749	99 927	292	9 186
422	Lubricating oils and greases	2 650	49 454	500	10 620
423	Petroleum products, n. o. s.	105	2 592	116	3 248
424	Crude oil	249	7 500	27	1 000
425	Cracked oil	72	1 496	11	220
426	Vegetable oils, n. o. s.	144	4 228	73	2 230
427	Sugar (beet or cane)	2 008	63 991	441	16 231
428	Table sugar and candy	353	9 739	224	611
429	Molasses, blackstrap, and beet molasses	418	19 516	5	210
430	Iron, pig	371	20 882	59	3 461
431	Iron and steel, cast, fish class in official classification, n. o. s.	92	5 843		
432	Nails, fast, pigs, frogs, and switches	48	2 128	612	33 726
433	Cast iron pipe and fittings	803	21 156	120	2 753
434	Iron and steel pipe and fittings, n. o. s.	3 893	127 436	481	16 193
435	Iron and steel, nails and wire, not woven	1 135	35 803	383	12 886
436	Iron and steel, cast fish class in official classification, n. o. s. (also in and wire pipe)	4 092	167 429	1 097	41 213
437	Copper, ingot, matte, and pig	523	24 844	191	9 741
438	Copper, brass, and bronze, bar, sheet, and pipe	50	1 512	16	612
439	Lead and zinc, ingot, pig, or bar	73	3 855	32	1 427
440	Aluminum, ingot, pig, or slab	16	338	1	20
441	Machinery and boilers	1 215	26 572	195	4 471
442	Cement, natural or Portland (building)	3 029	97 479	36	1 866
443	Brick, common	469	16 853	17	607
444	Brick, n. o. s., and building tile	1 239	44 331	147	5 938
445	Artificial stone, n. o. s.	52	1 747	3	82
446	Lime, common, quick or slack	1 197	34 799	13	300
447	Plaster (stucco or wall) and dry kalsomine	796	19 119	137	4 040
448	Sewer pipe and drain tile (not metal)	419	7 634	4	78
449	Agricultural implements and parts, n. o. s.	1 123	15 637	138	1 975
450	Vehicles, horse-drawn, and parts, n. o. s.	11	136	1	15
451	Tractors and parts	1 102	16 123	113	2 075
452	Railway car wheels, axle, and trucks				

Atchison, Topeka and Santa Fe Ry. System.

6. 附錄：關於「*中國通史綱目*」的說明

Total: Wages & Freight Carried

Number of cars	Number of tons (2,000 lb.)	Number of cars	Number of tons (2,000 lb.)	Number of cars	Number of tons (2,000 lb.)	Number of cars	Number of tons (2,000 lb.)
3	105	5	253	206	450	87	055
141	3 972	3	934	111	566	353	255
			88	2	671	3	957
6	148	1	521	49	070	128	726
1	31	1	342	57	259	31	128
2 188	58 755	34	844	906	843	3 506	285
226	5 493	5	106	123	159	293	535
113	2 792		685	19	474	74	956
	24		49	1	363	6	966
	81		103	2	777	34	244
	45		68	2	166	27	722
61	1 396		956	20	572	82	917
2 744	72 842	53	949	1 503	370	4 730	747
3 711	97 536	116	584	3 178	463	10 032	750
292	9 166	38	945	1 370	986	3 741	589
500	10 620	11	713	244	237	1 168	369
116	3 248		475	12	587	54	400
27	1 000	2	123	64	745	446	121
11	220		125	2	828	18	625
73	2 230	1	128	36	515	235	610
441	16 291	5	700	193	752	1 458	298
24	611		713	19	235	175	750
5	110		912	41	658	137	045
59	3 461		507	28	392	28	957
			99	6	235	21	121
612	33 728		858	45	214	76	752
120	2 753		985	26	065	98	061
281	16 193	7	043	236	684	2 087	183
383	12 896	2	354	76	406	554	608
097	41 213	9	518	334	164	2 401	840
191	3 741	1	937	101	516	586	311
16	612		386	19	334	107	695
32	1 427		863	40	385	193	107
1	20		17		358	6	208
193	4 471	2	088	45	032	678	817
36	1 866	23	885	812	732	2 142	723
17	607		1 338	48	488	85	686
147	5 938	3	117	111	736	272	865
3	82		115	3	800	11	484
13	300	1	827	51	269	115	065
137	4 046	6	069	142	470	521	601
4	78	1	062	18	346	97	787
135	1 975	1	783	25	438	312	596
1	15		15		166	2	319
113	2 075	1	823	26	780	359	138

800	Logs	8 232	124 782	17	598
801	Posts, poles, and piling	1 043	30 275	477	14 275
802	Wood (fuel)	62	1 936	7	187
803	Ties, railroad	884	29 573	65	1 963
804	Pulpwood	563	24 132	778	33 096
805	Lumber, shingles, and lath	8 182	226 603	8 185	208 007
806	Box, crate, and cooperage materials	371	9 980	480	11 470
807	Veneer and built-up wood	2	35	4	84
808	Rosin	17	499		
809	Turpentine	59	1 623	22	640
810	Crude rubber (not reclaimed)	12	334	52	1 685
811	Products of forests, n. o. s.	88	1 731	186	4 798
812	TOTAL PRODUCTS OF FORESTS	14 515	451 503	10 273	276 803

GROUP V. MANUFACTURES AND MISCELLANEOUS (C 1-)

820	Petroleum oils, refined, and all other gasolines	40 253	1 134 100	57 425	1 534 819
821	Fuel, road, and petroleum residual oils, n. o. s.	18 271	701 006	17 633	560 867
822	Lubricating oils and greases	4 265	95 213	4 298	88 950
823	Petroleum products, n. o. s.	101	2 730	153	4 017
824	Cooking oil	1 412	43 217	435	13 028
825	Linseed oil	21	506	21	606
826	Vegetable oils, n. o. s.	508	17 860	403	12 197
827	Sugar (beet or cane)	1 491	48 217	1 760	65 253
828	Table syrups and edible molasses	315	8 305	21	584
829	Molasses, blackstrap and beet residual	396	17 907	93	4 025
830	Iron, pig	30	1 647	47	2 532
831	Iron and steel, rolled (6th class in official classification, n. o. s.)	7	392		
832	Rails, fastenings, fuses, and switches	162	7 780	36	1 578
833	Cast-iron pipe and fittings	17	573	45	1 583
834	Iron and steel pipe and fittings, n. o. s.	2 011	69 780	656	23 275
835	Iron and steel: Nails and wire, not woven	759	25 470	77	2 237
836	Iron and steel, rolled (5th class in official classification, n. o. s.) (6th class and over pipe)	3 051	104 522	678	21 000
837	Copper: Ingot, matte, and pig	64	3 228	1 159	63 703
838	Copper, brass, and bronze: Bar, sheet, and pipe	53	2 619	257	14 591
839	Lead and zinc: Ingot, pig, or bar	199	8 987	559	26 116
840	Aluminum: Ingot, pig, or slab				
841	Machinery and tools	314	6 674	366	8 415
842	Cement, natural or Portland (building)	13 885	462 843	6 912	250 544
843	Brick, common	669	24 475	203	6 553
844	Brick, n. o. s., and building tile	912	32 366	819	29 098
845	Artificial stone, n. o. s.	50	1 670	10	301
846	Lime, common (quick or slack)	480	12 430	137	3 740
847	Plaster (stucco or wall) and dry kalsomine	2 365	54 380	2 771	64 925
848	Sewer pipe and drain tile (not metal)	584	9 651	55	983
849	Agricultural implements and parts, n. o. s.	435	6 336	90	1 490
850	Vehicles, horse-drawn, and parts, n. o. s.			3	15
851	Tractors and parts	475	6 386	133	2 196
852	Railway car wheels, axles, and trucks	28	749	7	268
853	Automobiles (passenger)	3 081	18 541	1 305	7 605
854	Autotrucks	100	647	114	746
855	Automobile and autotruck: B. D. and parts, n. o. s.	377	5 000	82	1 645
856	Automobile and autotruck tires	93	1 767	423	8 171
857	Furniture, metal	86	1 060	76	1 041
858	Furniture, other than metal	192	1 824	146	1 078
859	Beverages	782	19 043	1 616	16 212
860	CARROLL FORWARD	96 294	2 959 801	101 026	2 975 287

2 001	80 965	3	105	5 253
2 273	63 044	141	3 972	3 934
19	548			84
566	17 386	6	148	1 521
		1	31	1 342
16 289	413 478	2 188	58 755	34 844
4 029	96 216	226	5 493	5 106
566	16 563	113	2 792	685
31	840	1	24	49
19	433	1	81	103
3	102	1	45	68
621	12 647	61	1 396	956
26 417	702 222	2 744	72 842	53 948
15 195	412 008	3 711	97 536	116 584
2 749	99 927	292	9 186	38 945
2 650	49 454	500	10 620	11 713
105	2 592	116	3 248	475
249	7 500	27	1 000	2 123
72	1 496	11	220	125
144	4 228	73	2 230	1 128
2 008	63 991	441	16 291	5 700
353	3 735	24	611	713
418	19 516	5	210	912
371	20 582	59	3 461	507
92	5 843			99
48	2 128	612	33 728	858
803	21 156	120	2 753	985
3 893	127 436	451	16 193	7 043
1 135	35 803	363	12 686	2 354
4 092	167 429	1 097	41 213	9 518
523	24 844	191	0 741	1 937
60	1 512	16	612	386
73	3 655	32	1 427	863
16	838	1	20	17
1 215	26 572	195	4 471	2 088
3 022	97 479	66	1 866	23 885
469	16 853	17	607	1 358
1 234	44 331	147	5 938	3 117
32	1 747	13	82	115
1 197	34 799	13	300	1 827
796	19 119	137	4 046	6 069
419	7 634	4	78	1 062
1 123	15 637	135	1 975	1 783
11	136	1	15	15
1 102	16 123	113	2 075	1 823
	156	24	898	65
10 929	65 378	1 714	10 537	17 029
1 337	9 378	194	1 407	1 750
3 635	66 043	891	14 014	4 985
510	8 690	174	3 740	1 200
297	3 626	54	603	523
1 436	12 062	226	2 019	2 000
2 563	66 070	935	25 874	1 199
67 307	1 594 479	13 251	343 971	275 878

5	3	105	5	253	206	450	87	055
4	141	3 972	3	934	111	566	353	255
3				88	2	671	3	957
2	6	148	1	521	49	070	128	726
1	1	31	1	342	57	259	31	128
2	188	58 750	34	844	906	843	3	506 285
3	228	5 493	5	106	123	159	393	535
3	113	2 792		685	19	474	74	956
0		24		49	1	363	6	965
0		81		103	2	777	34	244
0		45		68	2	166	27	722
0		1 396		956	20	572	82	917
2	2 744	72 842	53	949	1	503 370	4	730 747
3	3 711	97 536	116	584	3	178 463	10	032 750
2	292	3 186	38	945	1	370 986	3	741 689
1	500	10 620	11	713		244 237	1	158 362
0	116	3 248		475		12 587		54 400
0	27	1 000	2	123		64 745		446 121
0	11	220		125		2 828		18 625
0	73	2 230	1	128		36 515		235 610
0	441	16 291	5	700		193 752	1	458 298
0	24	611		713		19 236		176 750
0	5	210		912		41 658		137 045
0	54	3 461		507		28 392		28 957
0				99		6 235		21 121
0	612	33 728		858		45 214		76 752
0	120	2 753		985		26 065		98 061
0	51	16 193	7	043		236 684	2	087 183
0	383	12 696	2	354		76 406		554 608
0	1 097	41 213	9	518		334 164	2	401 840
0	191	0 741	1	937		101 516		586 311
0	16	612		386		19 334		107 696
0	32	1 427		863		40 385		193 107
0	1	20		17		358		6 208
0	195	4 471	2	088		45 032		678 817
0	56	1 866	23	885		812 732	2	142 723
0	17	607	1	358		48 488		85 686
0	147	5 938	3	117		111 736		272 865
0	3	82		115		3 800		11 484
0	13	300	1	827		51 269		115 055
0	137	4 040	6	069		142 470		521 601
0	4	78	1	062		18 346		97 787
0	136	1 975	1	783		25 438		312 596
0	1	15		15		166		2 319
0	113	2 075	1	823		26 780		359 138
0	21	898		65		2 071		9 164
0	1 714	10 537	17	029		102 061	3	050 305
0	135	1 407	1	750		12 178		370 554
0	891	14 014	4	985		86 732	1	617 890
0	174	3 740	1	200		22 368		334 315
0	64	603		523		6 530		115 209
0	226	2 019	2	000		17 083		311 306
0	935	25 674	1	189		159 199	1	502 081
13	251	343 971	275	878	7	774 238	35	811 285

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The Atchison, Topeka and Santa Fe Ry. System. Year 1939

541. REVENUE FREIGHT CARRIED DURING THE YEAR—Continued

Line	Commodity group or class	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD			
		TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS	
		Number of carloads (a)	Number of tons (1,000 lb.) (b)	Number of carloads (c)	Number of tons (1,000 lb.) (d)
	GROUP V. MANUFACTURES AND MISCELLANEOUS (C. L.)—Con:				
	Brought forward	98 294	2 959 801	101 026	2 875 987
60	Ice	308	6 768		
61	Fertilizers, n. o. s.	6 327	289 642	3 446	160 375
62	Newspaper paper	164	4 475	58	1 599
63	Printing paper, n. o. s.	20	548	2	42
64	Alcohol, denatured or wood	41	721	13	235
65	Sulphuric acid	660	30 879	73	3 488
66	Explosives, n. o. s.	87	1 330	354	4 618
67	Cotton cloth and cotton fabrics, n. o. s.	7	89	28	280
68	Bagging and bags, burlap, gunny, or jute	412	7 171	99	2 044
69	Canned food products, n. o. s.	2 028	57 255	3 168	106 892
70	Tobacco, manufactured products	41	750	10	158
71	Paints in oil and varnishes	116	2 858	20	662
72	Furnace slag				
73	Scrap iron and scrap steel	2 422	113 316	1 960	88 085
74	Paper bags and wrapping paper	280	7 126	516	13 622
75	Paperboard, pulpboard, and wallboard (paper)	2 547	67 671	619	15 815
76	Building paper and prepared roofing materials	556	11 649	810	18 223
77	Building woodwork (millwork)	123	2 402	82	1 633
78	Soap and washing compounds	1 010	21 110	315	7 123
79	Glass, flat, other than plate	8	197	7	212
80	Glass: Bottles, jars, and jelly glasses	413	8 632	442	7 993
81	Manufactures and miscellaneous, n. o. s.	29 557	742 029	16 883	379 829
82	TOTAL MANUFACTURES AND MISCELLANEOUS	145 421	4 336 419	129 940	3 687 915
83	GRAND TOTAL, CARLOAD TRAFFIC	445 986	16 041 502	314 065	8 120 173
	GROUP VI. L. C. L. FREIGHT				
70	All L. C. L. freight	.....	308 959	.....	59 882
84	GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC	.....	16 350 461	.....	8 180 055
70-A	Forwarder traffic included in Class 701 ⁴	1 877	28 902	595	10 587

Note.—Draw charges for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight":
(a) Charges for service for the protection against heat..... \$ 2 114 563 17
(b) Charges for service for the protection against cold..... \$ 2 147 68

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The Atchison, Topeka and Sa
541. REVENUE FREIGHT CARRIED DURING

REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS					
TERMINATING ON LINE			DELIVERED TO CONNECTING CARRIERS		
Number of carloads (f)	Number of tons (1,000 lb.) (g)		Number of carloads (h)	Number of tons (1,000 lb.) (i)	
67 307	1 594 479		13 251	343 971	2
13	301				
1 100	34 624	55	2 150		
1 117	80 969	549	16 220		
568	14 047	123	3 183		
74	1 466	9	172		
42	2 207	2	101		
343	5 932	27	526		
198	3 072	8	163		
89	1 778	21	507		
3 639	94 877	855	26 772		
269	5 726	25	498		
213	5 316	54	1 411		
299	12 875	108	4 506		
1 354	32 452	87	2 143		
1 071	26 757	194	4 581		
698	16 607	161	3 994		
491	10 747	48	1 062		
209	4 376	31	647		
229	7 465	41	1 377		
324	5 924	188	3 299		
22 578	410 023	3 701	82 788		
108 225	2 322 020	19 538	500 270		3
207 218	5 182 356	45 509	1 191 528		1
.....	142 720	.....	6 324		
.....	5 325 079	.....	1 197 952		
2 394	36 371	160	1 705		

Difference between amount reported in schedule and total shown on line 1 column adjustments resulting from absorptions and revenue not carried through column (1) of

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The Atchison, Topeka and Santa Fe Ry. System.
541. REVENUE FREIGHT CARRIED DURING THE YEAR—Concluded

REVENUE FREIGHT RECEIVED FROM CONNECTING CARRIERS				TOTAL REVENUE FREIGHT CARRIED				Freight revenue (dollars)	Class No.
TERMINATING ON LINE		DELIVERED TO CONNECTING CARRIERS							
Number of carsloads (a)	Number of tons (2,000 lb.) (b)	Number of carsloads (a)	Number of tons (2,000 lb.) (b)	Number of carsloads (a)	Number of tons (2,000 lb.) (b)				
67 307	1 594 479	13 251	343 971	279 878	7 774 238	35 811	285		
13	301			321	7 069	11	976		
1 100	34 624	55	2 150	10 928	486 791	2 373	512		
1 117	30 969	549	16 220	1 888	53 263	218	581		
568	14 047	123	3 183	713	17 820	142	167		
74	1 466	9	172	137	2 594	20	361		
42	2 207	2	101	777	36 675	60	090		
343	5 932	27	626	811	12 506	117	816		
198	3 072	8	163	241	3 604	54	474		
89	1 778	21	507	621	11 500	85	592		
3 639	94 877	855	26 772	9 690	284 796	2 810	512		
269	5 726	25	498	345	7 132	124	835		
213	5 316	54	1 411	412	10 247	118	379		
299	12 875	108	4 506	4 789	218 781	649	451		
1 354	32 452	87	2 143	2 237	56 343	298	149		
1 071	26 757	194	4 581	4 431	114 924	408	213		
698	16 607	161	3 994	2 225	50 473	277	814		
491	10 747	48	1 062	744	15 844	61	122		
209	4 376	31	647	1 565	33 256	357	103		
229	7 465	41	1 377	285	9 251	75	511		
324	5 924	188	3 299	1 367	25 848	140	513		
22 578	410 023	3 701	82 788	72 719	1 614 669	13 421	890		
108 225	2 322 020	19 538	500 270	397 124	10 846 624	57 639	445		
207 218	5 182 359	45 509	1 191 528	1 012 778	30 535 662	122 091	723		
.....	142 720	.....	6 324	.....	517 885	10 449	588		
.....	5 325 079	.....	1 197 952	.....	31 053 547	132 541	311		
2 394	36 371	160	1 705	5 026	77 565	1 857	377		

Difference between amount reported in column (1) class 860 of this schedule and total shown on line 1 column (b) Schedule 310 is due to adjustments resulting from absorptions and corrections in freight revenue not carried through column (1) of the former schedule.

The Atchison, Topeka and Santa Fe Ry. Co. Arizona. Year 1939.

341. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE*

Give the particulars called for concerning the commodities carried on the respondent's road during the year, the revenue from which is includible in account No. 101, "Freight", classifying them in accordance with the Interstate Commerce Commission's Order in the Matter of Freight Commodity Statistics, effective January 1, 1939, as amended by order of December 14, 1939.

In stating the number of tons received from connecting carriers, include all shipments that, so far as apparent from the information on the waybills or abstracts of waybills, have been received from connecting rail carriers either directly or indirectly. Shipments from boat lines should also be included when identified as having had pre-

vious rail transportation by United States rail carriers or as moving on joint through bills of lading by coastwise water carriers and railroads.

Tonnage originating on switching roads connecting directly or indirectly with respondent's line should be regarded as tonnage originated by respondent. Import traffic and traffic from outlying possessions of the United States received from water carriers should be regarded as originating at the port of entry. All other tonnage should be treated as originating on line, including finished products from transit points.

If the application of these instructions results in any marked deviation from the

respondent's past practice, that fact should be stated in a footnote in order that proper allowances can be made in interpreting the statistics.

Particulars for Classes Nos. 10 to 701 should include carload traffic only, all less than carload traffic being included in Class No. 702.

Information as to carloads and tons of forwarder traffic included in Class 701 should be reported against commodity class designated 701-A. To avoid undue clerical labor, Class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 50 percent of such traffic handled on respondent's line. The term "forwarder traffic" is defined in the third paragraph of instructions for schedule No. 341 on page No. 512.

Commodity (a)	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD WITHIN THE STATE		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TERMINATING ON RESPONDENT'S ROAD WITHIN THE STATE	
	Number of carloads (b)	Number of tons (2,000 lb.) (c)	Number of carloads (d)	Number of tons (2,000 lb.) (e)	Number of carloads (f)	Number of tons (2,000 lb.) (g)	Number of carloads (h)	Number of tons (2,000 lb.) (i)
GROUP 1. PRODUCTS OF AGRICULTURE (C. 1.)								
Wheat			76	3 694	76	3 694	1	25
Corn	9	364	1 135	47 714	1 144	47 978	22	2 012
Oats	1	15	41	1 439	42	1 454	8	360
Barley and rye			173	7 548	173	7 548	1	30
Rice	1	11	140	5 464	141	5 465	7	311
Grain, n. o. s.			16	330	16	330		
Flour, wheat	73	1 230	343	18 073	416	17 333	439	11 485
Meal, corn			65	1 894	65	1 894	21	573
Flour and meal, edible, n. o. s.			26	917	26	917	3	86
Cereal food preparations, edible, n. o. s.			308	8 208	308	8 208	64	1 266
Milk products, n. o. s.	26	654	187	5 387	213	6 043	91	2 037
Hay and alfalfa	118	1 671	94	1 496	212	3 167	156	3 319
Straw								
Tobacco, leaf			40	803	40	803		
Cotton in bales	251	4 619	103	2 547	454	7 166	343	3 277
Cotton linters, seeds, and by-products	2	42	2	48	4	90		
Cottonseed	2	48	24	599	26	647	2	60
Cottonseed meal and cake	99	3 500	1	25	100	3 525	17	408
Oranges and grapefruit	546	9 122	21 404	286 127	21 972	295 249	7	95
Lemons, limes, and citrus fruits, n. o. s.	7	117	4 731	80 834	4 738	80 971		
Apples, fresh			107	1 962	107	1 962	59	1 058
Bananas			183	2 002	183	2 002	171	1 877
Berries, fresh								
Cantaloupes and melons	891	10 949	195	2 215	1 086	13 164		
Grapes, fresh	23	324	8 517	144 349	8 540	144 683	3	57
Peaches, fresh			494	7 317	494	7 317	8	102
Watermelons	13	177	19	231	32	408	1	12
Fruits, fresh, domestic, n. o. s.	2	25	1 294	18 512	1 296	18 537	78	976
Fruits, fresh, tropical, n. o. s.			195	2 854	195	2 854		
Patatoes, other than sweet	12	150	9 502	146 843	9 514	146 993	122	1 894
Cabbages	34	451	118	1 520	152	1 971		
Onions			343	5 171	343	5 171	10	146
Tomatoes			753	8 156	753	8 156		
Vegetables, fresh, n. o. s.	2 822	33 910	2 688	30 037	5 510	63 947	21	353

The Atchison, Topeka and Santa Fe Ry. Co.
Report for the year ended December 31, 1939

Defendant's Exhibit No.
Jan. 6, 1
Superior Court, Pima Co
State v. S.P.Co. No.

Court, Plm Co., Arizona
S.P.Co. No. 20087

Defec. R. No. 1
Report for the year ended December 31, 1940

(Witness J.P. McDonald)
(Sheet 1 of 2 sheets)

1. Fruits, fresh, tropical, n. o. s.			195	2 854	195	2 854		
2. Potatoes, other than sweet	12	150	9 508	146 843	9 514	146 993	122	1 894
3. Cabbage	34	451	118	1 520	153	1 971		
4. Onions			342	2 171	342	2 171	10	146
5. Tomatoes			755	2 156	755	2 156		
6. Vegetables, fresh, n. o. s.	2 836	33 914	2 688	30 097	3 824	62 947	21	253

7. Beans and peas, dried	7	210	177	5 511	184	5 721	8	188
8. Fruits, dried or evaporated			1 179	40 486	1 179	40 486	24	653
9. Vegetables, dry, n. o. s.			8	134	8	134		
10. Vegetables, cake and meal, except cottonseed			7	271	7	271	1	20
11. Flours			56	1 044	56	1 044	1	18
12. Lard								
13. Sugar								
14. Products of agriculture, n. o. s.	49	1 492	1 138	31 967	1 187	32 460	45	1 402
15. TOTAL PRODUCTS OF AGRICULTURE	5 136	66 042	54 800	1 021 983	61 436	1 090 025	1 675	31 940

16. GROUP III. ANIMALS AND PRODUCTS (C. L.)								
17. Horses, mules, ponies, etc. (less)	163	1 891	71	825	234	2 704	39	433
18. Cattle and calves, single stock	2 511	26 196	1 873	21 427	4 394	47 423	755	7 952
19. Calves, double stock	21	673	15	227	44	710		
20. Sheep and goats, single stock	19	110	13	76	32	184	8	50
21. Sheep and goats, double stock	917	9 481	90	928	1 007	10 439	565	5 822
22. Hogs, single stock			17	167	17	167	1	9
23. Hogs, double stock			2 816	27 194	2 816	27 194	6	80
24. Poultry, n. o. s.			147	2 359	147	2 359	1	11
25. Meats, red, dried or smoked			471	11 353	471	11 353	13	302
26. Butterine and margarine			7	90	7	90		
27. Eggs, fresh, n. o. s.			205	2 521	205	2 521	10	167
28. Poultry, live			26	182	26	182		
29. Poultry, dressed			44	400	44	400		
30. Eggs, fresh, n. o. s.			79	1 020	79	1 020	4	45
31. Butter			194	2 549	194	2 549	17	234
32. Cheese			92	1 244	92	1 244	19	291
33. Wool, green	34	689	4	67	38	956		
34. Hides, green	15	223	172	5 424	187	5 927		
35. Leather			3	41	3	41		
36. Fish or sea animal oil			245	6 980	245	6 980		
37. Animals, live, n. o. s.								
38. Animal products, n. o. s., other than fertilizer and fertilizer materials	19	416	685	17 654	704	18 270	22	444
39. TOTAL ANIMALS AND PRODUCTS	3 729	39 769	1 873	114 712	11 008	124 481	1 440	15 680

40. GROUP III. PRODUCTS OF MINES (C. L.)								
41. Anthracite coal			27	841	27	841	2	89
42. Bituminous coal			1 883	71 781	1 983	71 781	1 803	60 199
43. Coke			124	4 967	124	4 967	43	1 482
44. Iron ore								
45. Copper ore and concentrates	101	3 328	1	58	108	3 396	2	72
46. Lead ore and concentrates	268	12 181			268	12 181		
47. Zinc ore and concentrates	26	2 645			26	2 645		
48. Ores and concentrates, n. o. s.	1 013	20 839	73	3 134	1 086	24 173	190	8 841
49. Gravel and sand (other than glass or molding)	212	12 020	21	1 221	233	13 251	231	13 145
50. Stone, broken ground, or crushed	279	15 444	12	644	291	16 110	289	16 021
51. Stone, rough, n. o. s.	77	3 679	12	544	89	4 225		
52. Stone, finished, n. o. s.								
53. Petroleum, crude			6	172	6	172		
54. Carried forward	2 688	108 143	2 271	43 670	4 290	108 647	2 241	99 820

* Not required from switching and terminal companies.

† Trans-State traffic may be given in a footnote without subdivision by commodities, but if possible by direction of movement.

The Atchison, Topeka and Santa Fe Ry. Co. Arizona. Year 1939.

341. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE—Continued

Class No.	Commodity (a)	REVENUE FREIGHT (ORIGINATING ON RESPONDENT'S ROAD WITHIN THE STATE)		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TERMINATING ON RESPONDENT'S ROAD WITHIN THE STATE	
		Number of carloads (b)	Number of tons (1,000 lb.) (c)	Number of carloads (d)	Number of tons (1,000 lb.) (e)	Number of carloads (f)	Number of tons (1,000 lb.) (g)	Number of carloads (h)	Number of tons (1,000 lb.) (i)
GROUP III. PRODUCTS OF MINES (C. I.)—Contd.									
Brought forward									
1	Asphalt (natural, byproduct, or petroleum)	3 029	108 148	2 272	83 679	4 299	188 847	2 341	79 830
2	Salt			784	27 227	784	27 227	275	12 729
3	Phosphate rock, crude (ground or not ground)			63	3 359	63	3 259	78	2 229
4	Sulphur (brimstone)			134	7 215	134	7 215		
5	Products of mines, n. o. s.	202	25 247	414	18 844	216	47 512		
6	TOTAL PRODUCTS OF MINES	3 230	133 135	3 685	129 326	6 215	270 371	2 903	119 311
GROUP IV. PRODUCTS OF FORESTS (C. I.)									
1	Logs			3	97	3	97	1	40
2	Posts, poles, and piling	20	1 333	207	9 837	344	11 170	258	8 142
3	Wood (fuel)	26	983	1	21	37	974	29	747
4	Ties, railroad	50	1 833	44	1 721	105	3 743	5	195
5	Pulpwood								
6	Lumber, shingles, and lath	3 293	81 887	2 753	78 921	6 046	160 809	1 539	42 472
7	Box, crate, and packing materials	497	12 082	189	4 837	686	16 919	246	6 022
8	Veneer and flouthead wood			43	1 114	43	1 114	13	313
9	Roam			9	302	9	302		
10	Turnpines			73	3 080	73	3 080		
11	Cotton bales and reclaimed			64	2 045	64	2 045		
12	Products of forests, n. o. s.	10	217	21	1 477	101	1 894	7	111
13	TOTAL PRODUCTS OF FORESTS	7 912	98 204	3 578	102 862	7 510	201 167	2 098	58 072
GROUP V. MANUFACTURES AND MISCELLANEOUS (C. I.)									
1	Petroleum oils, refined, and all other petroleum			3 999	94 198	2 999	94 198	2 834	89 384
2	Fuel, coal, and petroleum products, n. o. s.	3	53	7 015	285 271	7 017	285 323	6 902	284 338
3	Fertilizers, acids, and greases			905	18 018	905	18 018	298	4 417
4	Petroleum products, n. o. s.			83	771	38	771		
5	Coal (fuel)	53	1 584	403	18 438	635	20 072		
6	Vegetable oil, n. o. s.			13	397	12	297	1	24
7	Sugar (fuel)			401	18 214	401	13 314	2	55
8	Fat, oil, and edible molasses			2 436	68 316	2 436	68 316	170	4 714
9	Miscellaneous blackstrap and beet residual			187	5 926	187	5 936	13	453
10	Iron, pig			17	717	17	717	10	418
11	Iron and steel (n. o. s.)			5	267	3	267		
12	Railroad track, ties, and switches	4	342	13	495	27	737	3	97
13	Cast iron pipe and fittings			44	1 405	44	1 405	12	396
14	Iron and steel pipe and fittings, n. o. s.			419	12 223	419	13 223	76	2 262
15	Iron and steel (nails and wire, not woven)			310	13 018	310	13 018	56	938
16	Copper (n. o. s.)	17	341	1 272	67 576	1 590	68 117	272	1 760
17	Copper (n. o. s.)	590	19 295			690	39 295		
18	Copper (n. o. s.)			41	1 011	41	1 011		

Lead and zinc: Ingot, pig, or bar			60	2 790	60	2 730		
Aluminum: Ingot, pig, or slab			15	318	15	318		
Machinery and tools	20	614	542	13 328	582	13 944	32	712
Cement, natural or Portland (best)	1	54	1 281	55 392	1 282	55 448	1 205	52 561
Brick, common			11	363	11	363	11	383
Brick, face, and building tile			93	3 182	93	3 192	49	1 751
Artificial stone, n. o. s.	13	538			13	538	13	538
Iron: common (pick or slaked)	196	6 078	86	442	228	6 519	65	1 078
Plaster (stucco or wall) and dry kalsomine	1	20	475	12 400	478	12 420	221	5 055
Sewer pipe and drain tile (not metal)	3	71	87	1 445	90	1 715	88	1 678
Agricultural implements and parts, n. o. s.	1	12	88	1 822	89	1 844	5	100
Vehicle, horse-drawn, and parts, n. o. s.			1	3	1	5		
Tractor and part	8	103	153	2 696	160	3 700	14	380
Railway car, wheels, axles, and trucks								
Automobile (passenger)			2 811	16 852	2 811	16 852	393	2 380
Autotrucks			367	2 136	397	2 178	73	531
Automobile and autotrucks, k. o. and parts, n. o. s.	5	88	3 367	60 155	3 397	60 257	7	65
Automobile and autotrucks tires			503	10 950	503	10 950		
Furniture, metal	2	10	194	2 495	199	2 503	16	172
Furniture, other than metal			657	5 236	737	5 236	18	130
Beverages			2 470	67 702	2 470	67 702	382	8 403
Ice	88	1 931			88	1 931	88	1 931
Fertilizers, n. o. s.	27	807	97	3 958	134	4 585	28	777
Newsprint paper			128	3 536	128	3 536	100	2 985
Printing paper, n. o. s.			154	3 843	154	3 843	1	23
Alcohol, denatured or wood			29	631	20	431		
Sulphuric acid			1	31	1	51		
Explosives, n. o. s.	1	82	100	1 805	101	1 827	70	1 100
Cotton cloth and cotton fabrics, n. o. s.			128	1 830	135	2 890		
Baking and bags: burlap, gunny, or jute			38	1 102	53	1 302		
Canned food products, n. o. s.	4	36	4 843	128 400	4 549	128 607	437	21 788
Tobacco, manufactured products			272	5 647	272	5 647		
Paints in oil and varnishes			90	2 649	90	2 649		
Furnace slag								
Scrap iron and scrap steel	127	5 801	10	495	146	5 295		
Paper bags and wrapping paper			147	3 307	147	3 507	32	56
Paperboard, pulpboard, and wallboard (paper)			240	6 024	240	5 023	24	22
Building paper and prepared roofing materials			147	3 301	147	3 431	2	47
Building woodwork (millwork)			42	327	48	537	13	31
Soap and washing compounds			178	5 834	246	5 834	67	443
Glass, flat, other than plate			142	5 094	142	5 094		
Glass: Bottles, jars, and jelly glasses			708	1 929	708	1 929	23	412
Manufactures and miscellaneous, n. o. s.	601	9 686	16 778	203 035	17 194	112 644	723	16 588
TOTAL MANUFACTURES AND MISCELLANEOUS	1 840	28 235	52 776	1 385 381	85 838	1 464 118	15 001	517 437
GRAND TOTAL, CARLOAD TRAFFIC	18 887	404 781	144 812	2 774 373	141 799	3 180 166	23 137	743 430
GROUP VI. L. C. L. FREIGHT								
ALL L. C. L. freight		5 842		59 844		68 110		10 528
GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC		611 207		2 833 921		3 248 276		761 148
Forwarder traffic included in Class 701**			5 837	63 181	2 837	45 941		

*Not required from switching and terminal companies.

†Trans-State traffic may be given in a freighter without subdivision by commodity, but if possible by direction of movement.

**Not required for Class 11 funds.

Report for the year ended December 31, 1934

Sheet 2 of 2 sheets

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The Atchison, Topeka and Santa Fe Ry. Co. New Mexico. Year 1939.

941. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE*

Give the particulars called for concerning the commodities carried on the respondent's road during the year, the revenue from which is includible in account No. 941, Freight, classifying them in accordance with the Interstate Commerce Commission's order in the Matter of Freight Commodity Statistics, effective January 1, 1938, as amended by order of December 14, 1938.

In stating the number of tons received from connecting carriers, include all shipments that, so far as is apparent from the information on the waybills or abstracts of lading, have been received from connecting rail carriers either directly or indirectly. Shipments from motor lines should also be included when identified as having had previous rail transportation by United States rail carriers or as moving on joint through bills of lading by common water carriers and railways.

Tonnage originating on switching roads connecting directly or indirectly with respondent's line should be regarded as tonnage originated by respondent. Import traffic and traffic from outlying possessions of the United States received from water carriers should be regarded as originating at the port of entry. All other tonnage should be treated as originating on line, including finished products from transit points.

If the application of these instructions results in any marked deviation from the respondent's past practice, that fact should be stated in a footnote in order that proper allowance can be made in interpreting the statistics.

Particulars for Classes Nos. 10 to 701 should include carload traffic only, all less than carload traffic being included in Class No. 701.

Information as to carloads and tons of forwarder traffic included in Class 701 should be reported against commodity class designated 701-A. To avoid undue clerical labor, Class 701-A may be restricted to the principal forwarding companies or their subsidiaries originating in the aggregate not less than approximately 50 percent of such traffic handled on respondent's line. The term "Forwarder traffic" is defined in the third paragraph of instructions for schedule No. 941 on page No. 312.

Commodity	REVENUE FREIGHT ORIGINATING ON RESPONDENT'S ROAD WITHIN THE STATE		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE†		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT TERMINATING ON RESPONDENT'S ROAD WITHIN THE STATE	
	Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)	Number of carloads (e)	Number of tons (2,000 lb.) (f)	Number of carloads (g)	Number of tons (2,000 lb.) (h)
GROUP 1. PRODUCTS OF AGRICULTURE (C.L.)								
1. Wheat	987	44,826	77	3,724	1,064	48,550	1	87
2. Corn	44	1,945	1,294	53,522	1,340	55,517	40	1,162
3. Oats	1	43	35	1,770	36	1,822	13	342
4. Barley and rye			179	7,723	179	7,723	4	106
5. Rice			171	5,800	171	5,800	8	228
6. Grain, n. o. s.	1	24	22	764	23	790		
7. Flour, wheat	1	20	1,712	44,338	1,713	44,358	1,108	26,704
8. Meal, corn			78	2,287	78	2,287	14	480
9. Flour and meal, edible, n. o. s.			33	940	33	940	3	63
10. Cereal food preparations, edible, n. o. s.	1	10	373	9,799	374	9,809	74	1,594
11. Mill products, n. o. s.	222	6,222	472	12,041	724	18,263	298	6,674
12. Hay and alfalfa	483	6,223	90	1,370	573	7,593	289	4,416
13. Straw								
14. Tobacco, leaf			40	803	40	803		
15. Cotton in bales	1,703	18,694	444	5,973	2,147	24,669	204	2,614
16. Cotton linters, noly, and regins	123	2,302	2	45	125	2,347		
17. Cottonseed	2	74	22	339	24	615		
18. Cottonseed meal and cake	21	644	303	7,343	324	8,029	148	4,122
19. Oranges and grapefruit			21,804	392,922	21,804	392,922	86	1,204
20. Lemons, limes, and citrus fruits, n. o. s.			4,747	81,127	4,747	81,127		
21. Apples, fresh			150	2,753	150	2,753	52	929
22. Bananas			509	5,419	509	5,419	57	629
23. Berries, fresh			3	26	3	26	3	26
24. Cantaloupes and melons	288	2,291	1,644	19,606	1,932	22,897	2	23
25. Grapes, fresh			8,577	145,267	8,577	145,267	20	240
26. Peaches, fresh			486	7,340	486	7,340	11	144
27. Watermelons			72	876	72	876	39	473
28. Fruits, fresh, domestic, n. o. s.			1,227	17,697	1,227	17,697	125	1,484
29. Fruits, fresh, tropical, n. o. s.			194	2,872	194	2,872		
30. Potatoes, other than sweet			9,521	147,349	9,521	147,349	296	4,649
31. Cabbage			152	1,971	152	1,971		
32. Onions	3	37	351	5,317	354	5,354	7	111
33. Tomatoes			805	8,727	805	8,727	1	11
34. Vegetables, fresh, n. o. s.	204	2,460	5,439	76,950	5,643	77,410	131	1,464

STATE COMMISSION FORM 212A

The Atchison, Topeka and Santa Fe Ry. Co.
Report for the year ended December 31, 1939Superior Court, Plm Co.,
State v. S.F.Ry. Co., No. 200Defendant's Exhibit No. 134
Jan. 6, 1941

4 400 442 7 226 241 11 212 19 584 1 200

Court, Pima Co., Arizona
S.P. Co. No. 20087

Report for Pima Co. No. 20087
(Witness J.P. McDonald)

Potatoes, other than sweet			9 521	147 349	9 521	2 672		
Cabbage			152	1 971	152	147 349	296	4 649
Onions	3	39	351	5 317	354	1 971		111
Tomatoes			805	8 727	805	5 356	7	11
Vegetables, fresh, n. o. s.	304	2 460	5 439	76 950	6 643	8 727	1	11
						77 410	131	1 444

Beans and peas, dried	113	2 402	246	7 826	261	11 218	19	504
Legs, dried or evaporated			1 163	40 185	1 163	40 185	39	1 088
Vegetables, dry, n. o. s.	4	62	5	87	9	149		
Vegetable-oil cake and meal, except cottonseed			19	588	19	588	10	261
Peanuts	2	75	58	1 079	61	1 154	2	56
Flaxseed								
Sugar beets	20	2 092			58	2 092		
Products of agriculture, n. o. s.	932	15 761	1 231	24 266	2 084	20 046	80	1 743
TOTAL PRODUCTS OF AGRICULTURE	5 131	109 344	65 000	1 157 388	70 131	1 266 692	2 227	63 771
GROUP II. ANIMALS AND PRODUCTS (C. L.)								
Horses, mules, ponies, and asses	294	2 575	139	1 647	433	5 222	86	1 028
Cattle and calves, single-deck	6 699	74 304	2 886	42 148	10 585	116 822	1 001	10 777
Calves, double-deck	65	219	254	3 502	319	4 422	32	1 244
Sheep and goats, single-deck	66	285	60	234	104	619	28	164
Sheep and goats, double-deck	1 738	17 585	216	8 482	2 384	26 087	280	2 884
Hogs, single-deck	13	112	46	433	59	348	25	218
Hogs, double-deck	600	5 183	2 795	37 036	3 185	42 229	260	3 465
Fresh meats, n. o. s.			236	3 439	234	3 639	43	501
Meats, cured, dried, or smoked			482	11 640	482	11 640	9	218
Butterine and margarine			7	90	7	90		
Packhouse products, edible, n. o. s., not including canned meat			258	4 130	258	4 130	61	722
Poultry, live			22	182	24	182		
Poultry, dressed			46	600	46	600		
Eggs			93	1 177	93	1 177		
Butter	21	241	202	2 642	223	2 903	17	295
Cheese	4	30	77	1 084	81	1 144		
Wool	421	6 719	59	949	480	7 828	23	134
Hides, green	23	490	169	5 595	208	6 285		
Leather			3	41	3	41		
Fish or sea-animal oil			261	7 430	261	7 430		
Animals, live, n. o. s.								
Animal products, n. o. s. (other than fertilizer and fertilizer materials)	62	1 010	750	19 825	815	20 835	11	293
TOTAL ANIMALS AND PRODUCTS	9 212	110 876	20 546	152 567	20 684	263 641	1 946	22 122
GROUP III. PRODUCTS OF MINES (C. L.)								
Anthracite coal	400	16 821			400	16 821	124	5 394
Bituminous coal	6 798	280 246	1 118	26 800	7 910	296 445	3 823	153 191
Coke			281	12 703	281	12 703	36	1 203
Iron ore	628	26 985			628	26 985		
Copper ore and concentrates	20 846	2 202 214	26	6 626	30 926	2 207 930	29 807	2 129 711
Lead ore and concentrates	243	15 722	283	12 017	284	27 739		
Zinc ore and concentrates	2 921	248 800	181	7 154	3 108	155 934	1 447	77 120
Ores and concentrates, n. o. s.	129	2 207	680	24 996	688	42 203		
Gravel and sand (other than glass or molding)	27	4 672	20	1 086	107	5 788	13	4 859
Stone, broken, ground, or crushed	2	89	601	22 628	602	23 823	602	23 457
Stone, rough, n. o. s.			18	709	18	709		
Stone, finished, n. o. s.			7	181	7	181	6	105
Petroleum, crude	224	22 877	2	26	247	20 262	207	18 912
Carried forward	46 822	2 728 122	2 270	142 480	46 108	2 888 243	26 120	2 494 185

* Not required from switching and terminal companies.

† Trans-State traffic may be given in a footnote without subdivision by commodities, but if possible by direction of movement.

The Atchison, Topeka and Santa Fe Ry. Co. New Mexico. Year 1939.

41. REVENUE FREIGHT CARRIED DURING THE YEAR—WITHIN THE STATE*—Concluded

Commodity	REVENUE FREIGHT ORIGINATING ON RESIDENTS' ROAD WITHIN THE STATE		ALL OTHER REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT CARRIED WITHIN THE STATE		TOTAL REVENUE FREIGHT ORIGINATING ON RESIDENTS' ROAD WITHIN THE STATE	
	Number of carloads (a)	Number of tons (2,000 lb.) (b)	Number of carloads (c)	Number of tons (2,000 lb.) (d)	Number of carloads (e)	Number of tons (2,000 lb.) (f)	Number of carloads (g)	Number of tons (2,000 lb.) (h)
GROUP III—Products of Mines (C. L.—Contd.)								
Brought forward	48 838	2 715 128	3 870	143 430	46 106	2 858 558	36 150	2 424 165
Asphalt (natural, byproduct, or petroleum)	19	867	978	20 346	591	20 836	331	16 915
Salt	1	83	339	8 749	340	8 772	391	7 442
Phosphate rock, crude (ground or not ground)								
Sulphur elementary			137	7 413	137	7 413		
Products of mines, n. e. c.	273	15 160	469	20 836	722	28 996	129	6 482
Total Products of Mines	49 181	2 729 893	4 777	200 667	47 905	2 928 554	37 100	2 437 284
GROUP IV—Products of Forestry (C. L.)								
Logs	1 343	45 920	2	97	1 344	46 017	1 242	45 920
Poles, poles, and pilings	199	5 400	200	8 830	499	14 230	349	9 877
Wood (chips)								
Timber, railroad	15	414	40	1 750	55	2 164	49	1 982
Pulpwood								
Timber, rough, and short	941	25 783	5 477	142 140	6 418	167 893	1 915	51 433
Box, rough, and other wood materials	151	3 494	122	3 269	273	6 763	21	492
Acacia (red) (bark) (wood)	1	15	64	1 611	65	1 626	35	831
Bass			9	302	9	302		
Timber, rough			81	2 312	81	2 312		
Crude, rough, and other materials			64	2 045	64	2 045		
Products of forestry, n. e. c.	149	4 095	99	1 847	248	5 942	6	143
Total Products of Forestry	2 718	35 091	6 258	166 211	8 976	249 302	3 637	110 496
GROUP V—Manufactures and Miscellaneous (C. L.)								
Iron and steel, rough, and other materials	835	21 628	4 945	126 739	5 780	158 367	5 132	146 378
Iron and steel, finished (in thousands of pounds)	108	3 128	431	13 254	539	16 382	489	15 001
Iron and steel, rough and finished	3	45	1 162	22 644	1 165	22 709	577	9 456
Petroleum products, n. e. c.			29	802	29	802		
Crude oil (in thousands of barrels)	146	4 552	564	17 928	710	22 480		
Crude oil (in barrels)			13	303	13	303		
Crude oil (in barrels) (n. e. c.)			619	18 866	619	18 866	2	30
Crude oil (in barrels) (n. e. c.)			2 410	88 076	2 410	88 076	342	10 541
Crude oil (in barrels) (n. e. c.)	1	18	242	7 482	243	7 502	51	1 391
Crude oil (in barrels) (n. e. c.)			23	996	23	996	20	677
Crude oil (in barrels) (n. e. c.)			7	325	7	325		
Crude oil (in barrels) (n. e. c.)			50	2 115	50	2 115	37	1 604
Crude oil (in barrels) (n. e. c.)			80	2 191	80	2 191	45	1 135
Crude oil (in barrels) (n. e. c.)	2	38	1 167	35 662	1 169	35 718	776	23 114
Crude oil (in barrels) (n. e. c.)	3	102	493	18 816	496	18 718	131	3 726
Crude oil (in barrels) (n. e. c.)	15	374	2 019	80 741	2 034	81 115	459	14 187
Crude oil (in barrels) (n. e. c.)	531	27 591	691	39 323	1 222	66 914		
Crude oil (in barrels) (n. e. c.)			336	17 946	336	17 946		

Report for the Year ended December 31, 1939.

Iron and steel pipe and fittings, n. o. s.	2	36	1 167	8 491	80	2 191	45	1 135
Iron and steel, nails and wire, n. o. s.	3	102	493	35 482	1 169	35 718	778	23 114
Bricks, common	13	374	2 019	18 616	496	18 718	131	3 726
Copper, sheet and pipe, n. o. s.	531	27 591	691	80 741	2 034	81 115	459	14 187
Copper, brass, and other, n. o. s.			236	39 323	1 222	46 914		
				17 948	236	17 948		

Lead and zinc, ingot, pig, or bar			158	8 433	158	8 433		
Aluminum, ingot, pig, or slab			15	318	15	318		
Machinery and tools	33	867	709	16 381	742	17 248	147	3 335
Cement, natural or Portland, n. o. s.			2 507	81 513	2 507	81 513	2 004	66 539
Bricks, common	17	557	234	8 517	251	9 074	240	6 691
Bricks, n. o. s., and building tile	1	44	417	14 528	418	14 572	321	11 220
Gravel, stone, or rock			12	383	12	393	11	349
Timber, common, buck or shaked			429	16 858	429	16 858	426	16 777
Plaster (stucco or wall) and dry-kid-slime			496	13 684	496	13 684	294	7 001
Sewer pipe and drain tile (not metal)			307	4 818	307	4 818	271	4 261
Agricultural implements and parts, n. o. s.			166	2 890	166	2 890	68	922
Vehicles, horse-drawn, and parts, n. o. s.			6	73	6	73	5	68
Tractors and parts	1	30	341	6 418	342	6 448	147	2 182
Railway car wheels, axles, and trucks			4	110	4	110	3	77
Automobile (passenger)			4 132	24 801	4 132	24 801	1 336	6 058
Autotrucks			754	5 579	754	5 579	363	2 391
Automobile and autotrucks, n. o. s.			3 396	60 265	3 396	60 265	8	79
Automobile and autotruck tires			523	11 220	523	11 220	18	212
Furniture, metal			236	2 963	236	2 963	33	342
Furniture, other than metal			912	7 510	912	7 510	149	1 244
Beverages	1	84	3 246	85 559	3 247	85 583	844	17 664
Ice	39	1 195	55	1 281	112	2 476	112	2 476
Fertilizers, n. o. s.	7 075	293 261	128	3 750	6 003	397 011	82	1 976
Newsprint paper			84	2 348	84	2 348	59	1 696
Printing paper, n. o. s.			180	4 519	180	4 519	13	328
Alcohol, denatured or wood			25	538	25	538	4	77
Sulphuric acid			2	63	2	63		
Explosives, n. o. s.			150	3 126	150	3 126	112	2 257
Cotton cloth and cotton fabrics, n. o. s.			129	1 670	129	1 670	3	20
Hazging and bags, burlap, gunny, or jute	1	15	118	2 389	119	2 544	60	1 125
Canned food products, n. o. s.			4 756	159 443	4 756	159 443	570	16 172
Tobacco, manufactured products			872	5 647	872	5 647		
Paints in oil and varnishes			103	2 986	103	2 986	16	399
Furnace slag								
Scrap iron and scrap steel	221	9 596	49	1 675	270	11 273	17	612
Paper bags and wrapping paper			190	4 703	190	4 703	65	1 623
Paperboard, pulpboard, and wall-board (paper)			294	7 396	294	7 396	53	1 318
Building paper and prepared roofing materials			226	5 700	226	5 700	166	4 023
Building woodwork (millwork)	189	2 298	75	1 524	237	4 219	38	1 044
Soap and washing compounds			297	8 760	297	8 760	208	4 324
Glass, flat, other than plate			160	5 734	160	5 734	3	97
Glass, bottles, jars, and jelly glasses	8	29	146	2 504	148	2 826	59	1 029
Manufactures and miscellaneous, n. o. s.	997	26 908	16 753	346 094	19 760	289 726	1 922	42 421
TOTAL MANUFACTURES AND MISCELLANEOUS	11 654	426 586	65 804	1 447 175	12 608	1 939 441	18 574	469 081
GRAND TOTAL, CARLOAD TRAFFIC	71 869	3 212 586	147 284	3 121 948	219 084	6 647 454	64 584	3 122 906
GROUP VI. L. C. L. FREIGHT								
All L. C. L. freight		20 288		96 212		106 627		45 112
GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC		3 232 874		3 218 160		6 754 071		3 168 018
Forwarder traffic included in Class 701**			3 083	44 883	3 083	44 883	159	2 616

*Not required from switching and terminal companies.

**Three-class traffic may be given in a column without subdivision by commodity, but if possible by direction of movement.

***Not required for Class 11 traffic.

Report for the Year ended December 31, 1919

(Sheet 2 of 2 sheets)

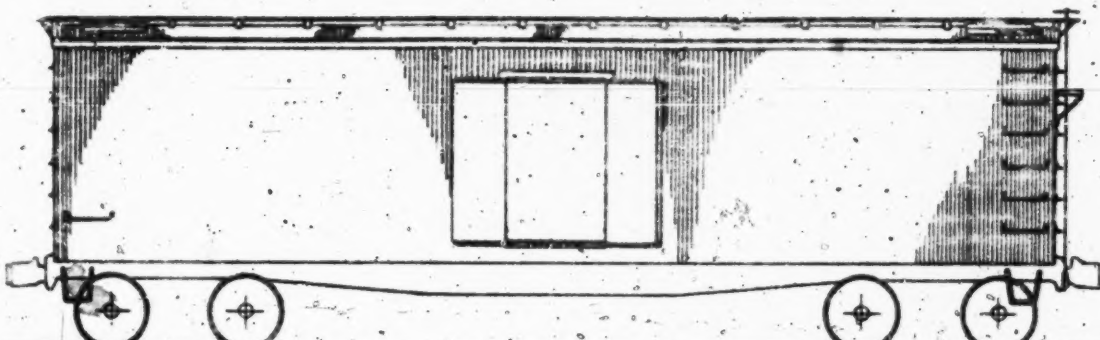
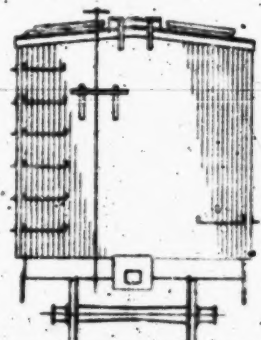
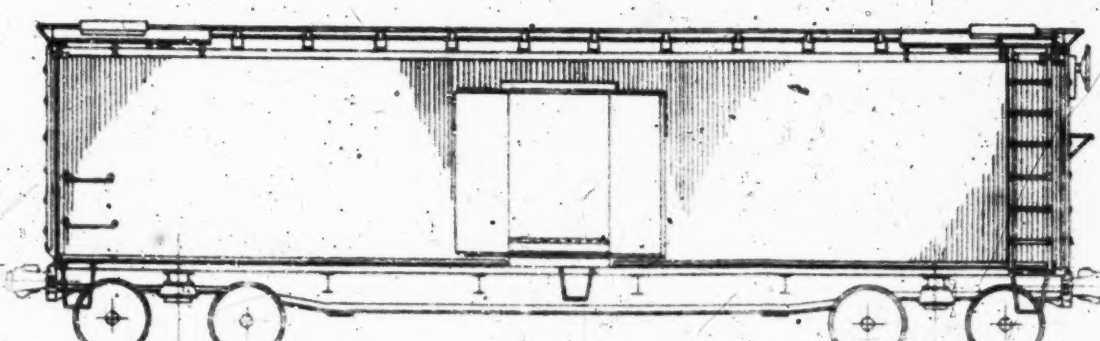
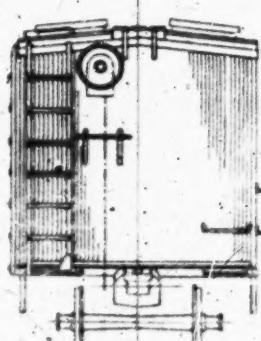
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Defendant's Exhibit No. 135 (Witness Cartmill)

Jan. 7, 1941

Superior
State v.

CHRONOLOGY OF PACIFIC FRUIT EXPRESS FREIGHT REFRIGERATOR CARS
YEARS 1906 - 1936
SHOWING DESIGN AND CAPACITY CHARACTERISTICS

YEAR	A SIDE ELEVATION	B END ELEVATION	C NEW FEATURES	D CARRYING CAPACITY & WEIGHT
1906 JAN 7 1941			<p>10" Air Brake Cylinder Triple Valve E-1 Brake Beam 1" Truss Rod Pressed Steel Underframe Arch Bar Trucks 4 1/4" x 6" Journals Cast Steel Coupler 5" x 7" MCB Shank Carner Release Rigging Tandem Spring Draft Rigging Drop Forged Coupler Yoke Simplax Truck Bolster Wheels Cast Iron Wood Superstructure " Roof</p>	<p>60000 44500</p>
1930			<p>Triple Valve K-2 Struct. Steel Built up Underframe Cast Steel Truck Side Frames 5" x 9" Journals Brake Beam Safety Supports Bottom Rod Safety Guard Cast Steel Truck Bolster Type "D" Coupler 6" x 8" Shank Coupler Centering Device Improved Cast Iron Wheels (Single plate) Friction Draft Gears Cast Steel Coupler Yokes Rotary Coupler Release Rigging No. 24 Brake Beam 1-1/4" Truss Rod Additional Handhold Side and end ladders Metal Brake steps Power Hand Brakes Steel Superstructure Flexible Metal Roof</p>	<p>80000 52500</p>

rtmill)

Superior Coach, Pine Co., Arizona
State v. G.P. Co. No. 20087

OPERATOR CARS

ICS.

NEW FEATURES	CARRYING CAPACITY & WEIGHT LBS.	CUBICAL CAPACITY CU.FT.	CROSS SECTIONAL AREA CHASSIS SILL - SQ. IN.
Brake Cylinder Valve K-1 1" Truss Rod Steel Underframe Trucks 4-1/4" x 6" Journals Steel Coupler 5" x 7" MCB Shank Release Rigging Spring Draft Rigging Steel Coupler Yoke Truck Bolster Cast Iron Structure	60000	44500	1964
Valve K-2 Steel Built up Underframe Steel Truck Side Frames Journals Cast Iron Safety Supports Steel Safety Guard Steel Truck Bolster Coupler 6" x 8" Shank Centering Device Cast Iron Wheels (Single plate) Draft Gears Steel Coupler Yokes Coupler Release Rigging Brake Beam 1-1/4" Truss Rod Steel Handhold Ladders Wheel Stops Brakes Structure Metal Roof	60000	52500	1988
Underframe with Corten Steel	60000	53100	1988

Year	Side Elevation	End Elevation	New Features	Capacity (Gross Weight)
1906			10" Air Brake Cylinder Triple Valve H-1 Brake Beam 1" Truss Rod Pressed Steel Underframe Arch Bar Trucks 4-1/4" x 6" Journals Cast Steel Coupler 5" x 7" MCB Shank Corner Release Rigging Tandem Spring Draft Rigging Drop Forged Coupler Yoke Simplex Truck Bolster Wheels: Cast Iron Wood Superstructure " Roof	60000
1930			Triple Valve K-2 Struct. Steel Built up Underframe Cast Steel Truck Side Frames 5" x 9" Journals Brake Beam Safety Supports Bottom Rod Safety Guard Cast Steel Truck Bolster Type "D" Coupler 5" x 6" Shank Coupler Centering Device Improved Cast Iron Wheels (Single plate) Friction Draft Gears Cast Steel Coupler Yokes Rotary Coupler Release Rigging No. 24 Brake Beam 1-1/4" Truss Rod Additional Handhold Side and End Ladders Metal Brake Steps Power Hand Brakes Steel Superstructure Flexible Metal Roof	80000
1936			AB Brakes Steel Underframe with Corton Steel Center Sill Double Truss Spring Flanges Truck Loop Type Brake Hangers and Wear Plates Type "E" Coupler Truck Rubber Springs No. 3 Brake Beam 1-5/8" Truss Rod Steel Sheeting and Framing Steel Walls Solid Steel Roof	60000

Brake Cylinder
 Valve E-1
 1" Truss Rod
 Steel Underframe
 Trucks 4-1/4" x 6" Journals
 Coupler 5" x 7" MCB Shank
 Release Rigging
 Spring Draft Rigging
 Coupler Yoke
 Truck Bolster
 Cast Iron
 Superstructure
 of

60000

44500

1964

28.61

Valve K-2
 Steel Built up Underframe
 Steel Truck Side Frames
 Journals
 Beam Safety Supports
 Steel Safety Guard
 Steel Truck Bolster
 Coupler 6" x 8" Shank
 Centering Device
 Cast Iron Wheels (Single plate)
 Draft Gears
 Coupler Yokes
 Coupler Release Rigging
 Brake Beam 1-1/4" Truss Rod
 Steel Handhold
 Ladders
 Truck Steps
 and Brakes
 Superstructure
 Metal Roof

60000

52500

1988

28.4

Underframe with Corten Steel
 Sill
 Truck Spring Flangeless Truck
 Brake Hangers and Wear Plates
 Coupler
 Rubber Springs
 Brake Beam 1-3/8" Truss Rod
 Weathering and Framing
 Metal Roof

60000

52100

1985

18.40

Defendant's Exhibit No. 136 (Witness Cartmill)

Jan. 7, 1941

PACIFIC FRUIT EXPRESS COMPANY

PART I

Details of construction of P.F.E. cars of various series; years in which built; the number of cars of each series as of October 31, 1940; the average light weight of cars by series as of October 31, 1940, and as of year 1908; the cubical capacity of cars by series as at present and as of year 1908, and the carrying capacity of P.F.E. cars in 1908.

Class	Year Built	No. of Cars		Average Weight		Cubical Capacity		Truck Capacity
		in Service	in Service	12-31-08	10-31-40	12-31-08	10-31-40	
R30-2	1906-07	6,582	-	44,500	-	1,964	-	30-Ton
R30-2-13	"	-	918	-	51,800	-	1,964	"
R30-4	1909	-	2	-	50,900	-	1,921	"
R30-5	1909-10-11	-	43	-	51,100	-	1,921	"
R30-6	1913	-	19	-	50,400	-	1,928	"
R30-11	1917-18	-	1,225	-	51,700	-	1,924	40-Ton
R30-12	1920-21-22-23-24	-	5,939	-	52,400	-	1,918	"
R30-13	1920-23-24-25-26	-	4,609	-	54,000	-	1,918	"
R30-14	1926	-	660	-	52,600	-	1,918	"
R30-11-4	1917-18	-	604	-	56,000	-	1,918	"
R30-11-8	"	-	612	-	56,200	-	1,974	"
R30-11-9	"	-	93	-	53,300	-	1,988	"
R30-11-16	"	-	21	-	53,400	-	1,988	"
R30-12-4	1922	-	1	-	54,500	-	1,918	"
R30-12-8	1922-23-24	-	6	-	57,000	-	1,974	"
R30-12-9	1920-21-22-23-24	-	4,941	-	53,200	-	1,988	"
R30-12-15	1920-21-22-23	-	15	-	60,600	-	1,500	"
R30-12-16	1920-21-22-23-24	-	578	-	53,400	-	1,988	"
R30-13-8	1920-23-26	-	4	-	57,300	-	1,974	"
R30-13-9	1920-23-24-25-26	-	2,380	-	53,400	-	1,988	"
R30-13-16	1920-23-24-25-26	-	412	-	53,400	-	1,988	"
R30-14-9	1926	-	242	-	53,400	-	1,988	"
R30-14-16	"	-	83	-	53,400	-	1,988	"
R40-1	1927	-	88	-	57,700	-	1,918	"
R40-2	1928-29-30	-	3,259	-	54,400	-	1,918	"
R40-2-9	1928-29-30	-	39	-	54,200	-	1,988	"
R40-2-16	1928-29-30	-	63	-	53,400	-	1,988	"
R40-4	1930-31	-	994	-	57,300	-	1,918	"
R40-6	1917-18-20-21-22-23-24	-	50	-	59,300	-	1,948	"
R40-8	1931-32	-	394	-	58,300	-	1,974	"
R40-10	1936-37	-	4,681	-	53,300	-	1,988	"
W.P.	1923-24	-	708	-	52,200	-	1,918	"
	"	-	1,969	-	53,200	-	1,988	"
SUB-TOTAL		-	-	-	-	-	-	-
Standard Refrs. in Service		6,582	25,652	-	-	-	-	-
Average tare weight		-	-	44,500	53,500	-	-	-
R50-1	1930	-	395	-	67,400	-	2,349	50-Ton
R70-2	1932	-	100	-	87,400	-	2,612	70-Ton
R70-3	1939	-	20	-	77,600	-	2,808	"
R70-4	1940	-	5	-	85,300	-	2,820	"
GRAND TOTAL		-	-	-	-	-	-	-
Freight Refrs. in Service		6,582	36,172	-	-	-	-	-
Average tare weight		-	-	44,500	53,800	-	-	-
		-	-	-	83,200	-	2,586	50-Ton

the number of cars of each series as of October 31, 1940, and as of year 1908; the cubical capacity of cars by series as of October 31, 1940, and as of year 1908; the carrying capacity of P.F.E. cars by series as at present and as of year 1908, and the carrying capacity of P.F.E. cars in 1908.

Class	Year Built	No. of Cars in Service	No. of Cars in Service	Average Weight	Average Weight	Cubical Capacity	Cubical Capacity	Truck Capacity
		12-31-08	10-31-40	12-31-08	10-31-40	12-31-08	10-31-40	
R30-2	1906-07	6,582	-	44,500	-	1,964	-	30-Ton
R30-2-13	"	-	918	-	51,800	-	1,964	"
R30-4	1909	-	2	-	50,900	-	1,921	"
R30-5	1909-10-11	-	43	-	51,100	-	1,921	"
R30-6	1913	-	19	-	50,400	-	1,928	"
R30-11	1917-18	-	1,225	-	51,700	-	1,924	40-Ton
R30-12	1920-21-22-23-24	-	5,939	-	52,400	-	1,918	"
R30-13	1920-23-24-25-26	-	4,609	-	54,000	-	1,918	"
R30-14	1926	-	660	-	52,600	-	1,918	"
R30-11-4	1917-18	-	604	-	56,000	-	1,918	"
R30-11-8	"	-	612	-	56,200	-	1,974	"
R30-11-9	"	-	93	-	53,300	-	1,988	"
R30-11-16	"	-	21	-	53,400	-	1,988	"
R30-12-4	1922	-	1	-	54,500	-	1,918	"
R30-12-8	1922-23-24	-	6	-	57,000	-	1,974	"
R30-12-9	1920-21-22-23-24	-	4,941	-	53,200	-	1,988	"
R30-12-15	1920-21-22-23	-	15	-	60,600	-	1,500	"
R30-12-16	1920-21-22-23-24	-	378	-	53,400	-	1,988	"
R30-13-8	1920-23-26	-	4	-	57,300	-	1,974	"
R30-13-9	1920-23-24-25-26	-	2,380	-	53,400	-	1,988	"
R30-13-16	1920-23-24-25-26	-	412	-	53,400	-	1,988	"
R30-14-9	1926	-	242	-	53,400	-	1,988	"
R30-14-16	"	-	83	-	53,400	-	1,988	"
R40-1	1927	-	88	-	57,700	-	1,918	"
R40-2	1928-29-30	-	3,259	-	54,400	-	1,918	"
R40-2-9	1928-29-30	-	39	-	54,200	-	1,988	"
R40-2-16	1928-29-30	-	63	-	53,400	-	1,988	"
R40-4	1930-31	-	994	-	57,300	-	1,918	"
R40-6	1917-18-20-21-22-23-24	-	50	-	59,300	-	1,948	"
R40-8	1931-32	-	394	-	58,300	-	1,974	"
R40-10	1936-37	-	4,681	-	53,300	-	1,988	"
W.P.	1923-24	-	708	-	52,200	-	1,918	"
"	"	-	1,969	-	53,200	-	1,988	"
SUB-TOTAL		6,582	35,652	-	-	-	-	-
Standard Refrs. in Service		-	-	44,500	53,500	-	-	-
Average tare weight		-	-	-	-	-	-	-
R50-1	1930	-	395	-	67,400	-	2,349	50-Ton
R70-2	1932	-	100	-	87,400	-	2,612	70-Ton
R70-3	1939	-	20	-	77,600	-	2,808	"
R70-4	1940	-	5	-	85,300	-	2,820	"
GRAND TOTAL		6,582	36,172	-	-	-	-	-
Freight Refrs. in Service		-	-	44,500	53,800	-	-	-
Average tare weight		-	-	-	-	-	-	-
R7-1	1923-24	-	298	-	83,200	-	2,586	50-Ton

PART II

Number of cars built new by or for the Pacific Fruit Express Company, by years from 1925 to and including October 31, 1940, and the number of cars rebuilt, (which cars were modernized at the time of rebuilding), by years from 1925 to and including October 31, 1940.

Year	No. Cars Built New	No. Cars Rebuilt	Total
1925	128	1,667	1,795
1926	5,039	1,468	6,507
1927	89	1,306	1,395
1928	2,000	1,670	3,670
1929	-	1,449	1,449
1930	900	1,133	2,033
1931	-	1,338	1,338
1932	100	614	714
1933	-	61	61
1934	-	2	2
1935	-	4	4
1936	2,700	300	3,000
1937	2,000	2,799	4,799
1938	-	1,768	1,768
1939	20	2,302	2,322
1940	5	3,774*	3,779

NOTE: Rebuilt to and including October 31, 1940.

PART III

The number of P.F.E. cars handled through P.F.E. shops and outside light repair points or culling stations, by years from 1930 to 1939, both inclusive.

		: Average :		: Average No. :		: Average No. :	
		: No. :		: Times Per :		: Times Per :	
: Average :		: Times Per :		: Year Each :		: Year Each :	
: No. :		: Total No. :		: Year Each :		: Grand :	
: PFE Cars :		: PFE Cars :		: PFE Car :		: PFE Car :	
: In Active :		: Handled :		: Handled at :		: Handled at :	
Year:		Service :		At Shops :		At Shops :	
				Outside Pts. :		Outside Pts. :	
1930:	40,892	: 224,252	: 5.48	: 115,453	: 2.82	: 339,705	: 8.30
1931:	41,174	: 237,025	: 5.76	: 95,342	: 2.32	: 332,367	: 8.08
1932:	41,109	: 209,240	: 5.09	: 93,120	: 2.27	: 302,360	: 7.36
1933:	41,084	: 187,186	: 4.56	: 85,586	: 2.08	: 272,772	: 6.64
1934:	39,437	: 214,684	: 5.44	: 91,330	: 2.32	: 306,014	: 7.76
1935:	37,211	: 211,716	: 5.69	: 88,451	: 2.38	: 300,167	: 8.07
1936:	35,225	: 220,386	: 6.26	: 97,159	: 2.76	: 317,545	: 9.02
1937:	37,263	: 227,233	: 6.10	: 102,788	: 2.76	: 330,021	: 8.86
1938:	36,355	: 233,142	: 6.41	: 107,448	: 2.96	: 340,590	: 9.37
1939:	35,640	: 237,318	: 6.66	: 106,037	: 2.98	: 343,355	: 9.64

Number of P.F.E. cars retired and number of P.F.E. cars set aside for retirement or rebuilding as of October 31, 1940, account unsuited for further use.

- (a) Number cars inspected and authorized for retirement since 1933 8,548
- (b) Number cars inspected and set aside awaiting retirement 199
- (c) Number cars jointly inspected and authorized for rebuilding since 1933 ... 12,973
- (d) Total cars inspected and authorized for retirement or rebuilding since 1933 21,720

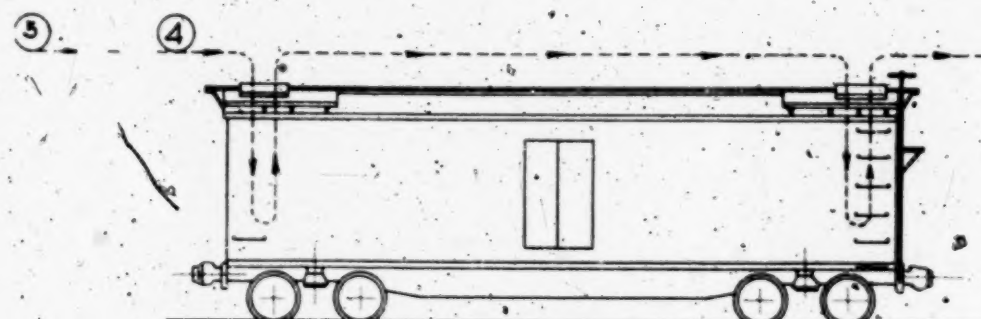
-c00-

- (e) Number cars awaiting joint inspection for rebuilding 132

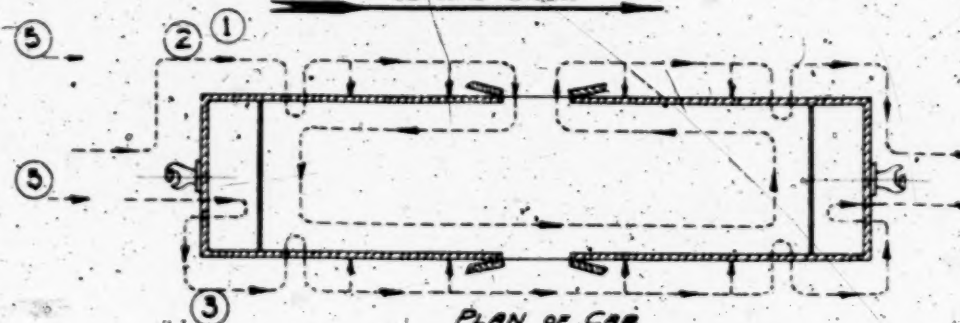
-c00-

- (f) Number of P.F.E. cars in active service as of October 31, 1940 33,978

GENERAL INSTRUCTIONS FOR INSPECTING CARS



ELEVATION OF CAR



PLAN OF CAR

POSITION DIAGRAM

No. 1 on the DIAGRAM shall be the recorder, who will have a supply of Forms 59, "Repair Record," and be capable of properly and legibly recording all defects found by Inspectors, also be equipped with chalk to mark any defects which he notes, and he may assist in making inspections.

No. 2 Inspector will inspect draft gears, trucks, underframe, sides and ends and side doors, also enter body of car and make inspection of interior, marking all defects plainly with chalk.

No. 3 Inspector will be equipped with a coupler height gauge and will inspect all draft gears; gauge couplers; inspect trucks, underframe and sides and ends of car on opposite side from Inspectors No. 1 and No. 2, marking plainly with chalk all defects noted.

No. 4 Inspector will inspect top of cars, running boards, roof, hatch platforms, hatch covers and plugs; also test hand brakes and examine foot boards. He will enter ice tanks for inspection of ice grates, bulkheads and interior of ice tanks, marking with chalk all defects found.

NOTE: It will be necessary that Inspectors No. 2, No. 3 and No. 4 call out distinctly to recorder defects found in order that correct record will be made on door card of their findings.

Inspection should be made of all cars in advance of repairs, which would necessitate Inspectors starting to work possibly thirty minutes in advance of repairmen.

No. 5 Light Repair Foreman, or an Inspector-Lead Workman, will be stationed with repairmen and will direct and advise them; see that repairs are properly made and that materials are delivered promptly, and pass judgment on any work or defects found which have not been noted at previous inspection. One or the other of them will make note on door card of any additional defects found, and after repairs have been properly made, doors and plugs tested and car properly cleaned, one or the other of them will sign door card in space provided indicating that such work has been performed and that car is in first-class condition for loading.

NOTE: It is expected that Foreman and/or Inspector-Lead Workman may possibly require services of Inspectors who have made prior inspections to assist him in making subsequent inspections.

It will be necessary that doors and hatch plugs be closed and tested for air leaks by those assigned to this work, and Foreman is expected to make frequent test to insure doors and plugs being tight.

Inspectors No. 2, No. 3 and No. 4 will inspect all safety appliances, including side and end ladders, roof, side and end grab irons, cut-off levers, etc.

Jan. 7, 1941

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED ON MAIN LINE BETWEEN CHICAGO, ILLINOIS AND GALLUP, NEW MEXICO, FEBRUARY 1ST TO 10TH:

FROM	TO	Dis- TANCE (MILES)	RULING GRADE	NO.OF TRAINS	TYPE OF LOCOMOTIVE	70 CARS OR LESS					71 CARS TO 100 CARS					101 CARS TO 125 CARS								
						AVERAGE CONSIST				TONS	NO.OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				TONS	NO.OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				
						A	B	C	D				A	B	C	D				A	B	C	D	
Chillicothe, Ill.	Corwith, Ill.	125	.50	32	Mikado	12	29	12	53	2 281	18	Mikado	12	26	45	83	3 274	4	Mikado	-	8	102	110	3
Chillicothe, Ill.	Corwith, Ill.	125	.50	4	Prairie	-	5	20	25	752														
Chillicothe, Ill.	Corwith, Ill.	125	.50	2	Pacific	22	15	3	40	1 720														
Chillicothe, Ill.	Corwith, Ill.	125	.50	1	Diesel M-103	11	37	8	56	2 914														
Corwith, Ill.	Chillicothe, Ill.	125	.71	31	Mikado	-	46	15	61	2 133	14	Mikado	-	45	30	75	2 523	9	Mikado	-	10	92	102	3
Corwith, Ill.	Chillicothe, Ill.	125	.71	5	Prairie	-	11	3	14	664														
Corwith, Ill.	Chillicothe, Ill.	125	.71	2	Pacific	-	45	-	45	1 520														
Shopton, Ia.	Chillicothe, Ill.	105	.60	26	Mikado	14	27	13	54	2 288	27	Mikado	14	31	37	82	3 294	2	Mikado	-	11	92	103	2
Shopton, Ia.	Chillicothe, Ill.	105	.60	2	Pacific	26	19	3	48	2 119														
Shopton, Ia.	Chillicothe, Ill.	105	.60	3	Prairie	-	4	11	15	439														
Shopton, Ia.	Chillicothe, Ill.	105	.60	1	Diesel M-103	11	37	9	57	2 994														
Shopton, Ia.	Chillicothe, Ill.	105	.60	1	Pacific-Mikado	-	3	66	69	1 945														
Chillicothe, Ill.	Shopton, Ia.	105	1.10	13	Mikado	-	44	9	53	1 769	31	Mikado	-	45	38	83	2 772	5	Mikado	-	22	90	112	3
Chillicothe, Ill.	Shopton, Ia.	105	1.10	2	Pacific	-	44	1	45	1 519								1	Pacific	-	29	89	118	4
Chillicothe, Ill.	Shopton, Ia.	105	1.10	4	Prairie	-	5	20	25	767														
Marceline, Mo.	Shopton, Ia.	113	.80	31	Mikado	12	28	9	49	2 198	7	Mikado	6	12	62	80	2 569							
Marceline, Mo.	Shopton, Ia.	113	.80	19	2 - 8 - 4	17	25	12	54	2 368	7	2 - 8 - 4	6	25	49	80	3 001	1	2 - 8 - 4	-	2	115	117	3
Marceline, Mo.	Shopton, Ia.	113	.80	5	Prairie	-	6	9	15	521														
Marceline, Mo.	Shopton, Ia.	113	.80	1	Diesel M-103	10	39	9	58	3 027														
Shopton, Ia.	Marceline, Mo.	113	.80	24	Mikado	4	37	22	63	2 178	9	Mikado	-	12	71	83	2 441	5	Mikado	-	3	99	102	2
Shopton, Ia.	Marceline, Mo.	113	.80	21	2 - 8 - 4	-	43	13	56	1 950	3	2 - 8 - 4	-	32	42	74	2 313	3	2 - 8 - 4	-	3	100	103	2
Shopton, Ia.	Marceline, Mo.	113	.80	4	Prairie	-	6	31	37	1 137														
Shopton, Ia.	Marceline, Mo.	113	.80															1	2-8-4-Pacific	-	3	113	116	3
Argentine, Kans.	Marceline, Mo.	108	.92	29	Mikado	12	27	9	48	2 154	10	Mikado	5	23	62	90	2 870							
Argentine, Kans.	Marceline, Mo.	108	.92	19	2 - 8 - 4	16	29	11	56	2 491	5	2 - 8 - 4	8	25	48	81	3 061	1	2 - 8 - 4	-	1	115	116	3
Argentine, Kans.	Marceline, Mo.	108	.92	4	Prairie	-	9	5	14	498														
Argentine, Kans.	Marceline, Mo.	108	.92	1	Diesel M-103	10	39	9	58	3 027														
Argentine, Kans.	Marceline, Mo.	108	.92	1	Pacific-2-8-4	24	18	1	43	2 017														
Marceline, Mo.	Argentine, Kans.	108	.83	25	Mikado	-	45	16	61	2 139	12	Mikado	-	39	40	79	2 565	4	Mikado	-	2	101	103	2
Marceline, Mo.	Argentine, Kans.	108	.83	10	2 - 8 - 4	-	45	8	53	1 784	9	2 - 8 - 4	-	25	56	81	2 434	7	2 - 8 - 4	-	3	114	117	3
Marceline, Mo.	Argentine, Kans.	108	.83	5	Prairie	-	5	19	24	777														
Emporia, Kans.	Argentine, Kans.	108	.40	33	Mikado	6	42	15	63	2 655	42	Mikado	14	41	28	83	3 455	8	Mikado	12	40	53	105	3
Emporia, Kans.	Argentine, Kans.	108	.40	9	Prairie	-	11	10	21	751														
Emporia, Kans.	Argentine, Kans.	108	.40																					
Argentine, Kans.	Emporia, Kans.	108	.60	53	Mikado	3	50	10	63	2 279	11	Mikado	3	49	21	73	2 391	14	Mikado	-	9	105		3
Argentine, Kans.	Emporia, Kans.	108	.60	2	Prairie	-	23	39	62	1 857	6	Prairie	-	6	73	79	1 927							
Argentine, Kans.	Emporia, Kans.	108	.60	1	Diesel M-103	-	46	3	49	2 056														
Wellington, Kans.	Emporia, Kans.	112	.60	10	Mikado	25	23	21	60	2 411	21	Mikado	22	30	32	84	3 348	5	Mikado	19	27	61	107	3
Wellington, Kans.	Emporia, Kans.	113	.60																					
Emporia, Kans.	Wellington, Kans.	113	.60	1	Diesel M-103	2	46	1	48	2 070														
Emporia, Kans.	Wellington, Kans.	113	.60	27	Mikado	4	47	14	65	2 420	11	Mikado	3	43	34	80	2 672	10	Mikado	-	3	105	110	3
Wellington, Kans.	Emporia, Kans.	107	.60	8	Mikado	11	18	23	53	1 083	2	Mikado												

Weeks)

COMPANY

GALLUP, NEW MEXICO, FEBRUARY 1ST TO 10TH, 1940, INCLUSIVE

NO. OF S TRAINS	TYPE OF LOCOMOTIVE	101 CARS TO 125 CARS					NO. OF S TRAINS	TYPE OF LOCOMOTIVE	126 CARS AND OVER					MAXIMUM CARS PER TRAIN
		A	B	C	D	TONS			A	B	C	D	TONS	
1	4 Mikado	-	8	102	110	3 264								114
														41
														42
3	9 Mikado	-	10	92	102	3 245	1	Mikado	1	10	118	128	3 522	56
														128
														21
														45
1	2 Mikado	-	11	92	103	2 968								105
														54
														17
														57
1	5 Mikado	-	23	90	112	3 533	4	Mikado	-	11	120	131	3 956	89
1	Pacific	-	29	89	118	4 367								138
														118
														55
1	2 - 8 - 4	-	2	115	117	3 093								90
														117
														23
5	Mikado	-	3	99	102	2 711	1	Mikado	-		128	128	3 454	58
3	2 - 8 - 4	-	3	100	103	2 782								128
														105
1	2-8-4-Pacific	-	3	113	116	3 191								45
														116
1	2 - 8 - 4	-	1	115	116	3 003								99
														116
														20
														58
4	Mikado	-	2	101	103	2 839	1	Mikado	-	4	123	127	3 378	43
7	2 - 8 - 4	-	3	114	117	3 202								127
														123
														77
8	Mikado	12	40	53	105	3 967								15
														21
14	Mikado	-	9	105		3 049	9	Mikado	-	10	118	128	3 327	81
														130
														88
														49
5	Mikado	19	27	61	107	3 853								120
														84
10	Mikado	-	5	105	110	3 124								48

		DISTANCE	RULING GRADE	NO. OF TRAINS	TYPE OF LOCOMOTIVE	70 CARS OR LESS AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	71 CARS TO 100 CARS AVERAGE CONSIST					NO. OF TRAINS	TYPE OF LOCOMOTIVE	101 CARS TO 125 CARS AVERAGE CONSIST					NO. OF TRAINS
FROM	TO	(MILES)				A	B	C	D	TONS			A	B	C	D	TONS			A	B	C	D	TONS	
Chillicothe, Ill.	Corwith, Ill.	125	.50	32	Mikado	12	29	12	53	2 281	18	Mikado	12	26	45	83	3 274	4	Mikado	-	8	102	110	3 264	
Chillicothe, Ill.	Corwith, Ill.	125	.50	4	Prairie	-	5	20	25	752															
Chillicothe, Ill.	Corwith, Ill.	125	.50	2	Pacific	22	15	3	40	1 720															
Chillicothe, Ill.	Corwith, Ill.	125	.50	1	Diesel M-103	11	37	8	56	2 914															
Corwith, Ill.	Chillicothe, Ill.	125	.71	31	Mikado	-	46	15	61	2 133	14	Mikado	-	45	30	75	2 523	9	Mikado	-	10	92	102	3 245	1 M
Corwith, Ill.	Chillicothe, Ill.	125	.71	5	Prairie	-	11	3	14	664															
Corwith, Ill.	Chillicothe, Ill.	125	.71	2	Pacific	-	45	-	45	1 520															
Shopton, Ia.	Chillicothe, Ill.	105	.60	26	Mikado	14	27	13	54	2 288	27	Mikado	14	31	37	82	3 294	2	Mikado	-	11	92	103	2 968	
Shopton, Ia.	Chillicothe, Ill.	105	.60	2	Pacific	26	19	3	48	2 119															
Shopton, Ia.	Chillicothe, Ill.	105	.60	3	Prairie	-	4	11	15	439															
Shopton, Ia.	Chillicothe, Ill.	105	.60	1	Diesel M-103	11	37	9	57	2 994															
Shopton, Ia.	Chillicothe, Ill.	105	.60	1	Pacific-Mikado	-	3	66	69	1 945															
Chillicothe, Ill.	Shopton, Ia.	105	1.10	13	Mikado	-	44	9	53	1 769	31	Mikado	-	45	38	83	2 772	5	Mikado	-	22	90	112	3 533	4 M
Chillicothe, Ill.	Shopton, Ia.	105	1.10	2	Pacific	-	44	1	45	1 519								1	Pacific	-	29	89	118	4 367	
Chillicothe, Ill.	Shopton, Ia.	105	1.10	4	Prairie	-	5	20	25	767															
Marceline, Mo.	Shopton, Ia.	113	.80	31	Mikado	12	26	9	49	2 198	7	Mikado	6	12	62	80	2 569								
Marceline, Mo.	Shopton, Ia.	113	.80	19	2 - 8 - 4	17	25	12	54	2 368	7	2 - 8 - 4	6	25	49	80	3 001	1	2 - 8 - 4	-	2	115	117	3 093	
Marceline, Mo.	Shopton, Ia.	113	.80	5	Prairie	-	6	9	15	521															
Marceline, Mo.	Shopton, Ia.	113	.80	1	Diesel M-103	10	39	9	58	3 027															
Shopton, Ia.	Marceline, Mo.	113	.80	24	Mikado	4	37	22	63	2 178	9	Mikado	-	12	71	83	2 441	5	Mikado	-	3	99	102	2 711	1 M
Shopton, Ia.	Marceline, Mo.	113	.80	21	2 - 8 - 4	-	43	13	56	1 950	3	2 - 8 - 4	-	32	42	74	2 313	3	2 - 8 - 4	-	3	100	103	2 782	
Shopton, Ia.	Marceline, Mo.	113	.80	4	Prairie	-	6	31	37	1 134															
Shopton, Ia.	Marceline, Mo.	113	.80															1	2-8-4-Pacific	-	3	113	116	3 191	
Argentina, Kans.	Marceline, Mo.	108	.92	29	Mikado	12	27	9	48	2 154	10	Mikado	5	23	62	90	2 870								
Argentina, Kans.	Marceline, Mo.	108	.92	19	2 - 8 - 4	16	29	11	56	2 491	5	2 - 8 - 4	8	23	48	81	3 061	1	2 - 8 - 4	-	1	115	116	3 003	
Argentina, Kans.	Marceline, Mo.	108	.92	4	Prairie	-	9	5	14	498															
Argentina, Kans.	Marceline, Mo.	108	.92	1	Diesel M-103	10	39	9	58	3 027															
Argentina, Kans.	Marceline, Mo.	108	.92	1	Pacific-2-8-4	24	18	1	43	2 017															
Marceline, Mo.	Argentina, Kans.	108	.83	25	Mikado	-	45	16	61	2 139	12	Mikado	-	39	40	79	2 565	4	Mikado	-	2	101	103	2 832	M
Marceline, Mo.	Argentina, Kans.	108	.83	10	2 - 8 - 4	-	45	8	53	1 784	9	2 - 8 - 4	-	25	56	81	2 434	7	2 - 8 - 4	-	3	114	117	3 202	
Marceline, Mo.	Argentina, Kans.	108	.83	5	Prairie	-	5	19	24	777															
Emporia, Kans.	Argentina, Kans.	108	.40	33	Mikado	6	42	15	63	2 655	42	Mikado	14	41	28	83	2 455	8	Mikado	12	40	53	103	3 967	
Emporia, Kans.	Argentina, Kans.	108	.40	9	Prairie	-	11	10	21	751															
Emporia, Kans.	Argentina, Kans.	108	.40																						
Emporia, Kans.	Argentina, Kans.	108	.60	53	Mikado	3	50	10	63	2 279	11	Mikado	3	49	21	73	2 391	14	Mikado	-	9	105		3 049	9 M
Emporia, Kans.	Argentina, Kans.	108	.60	2	Prairie	-	23	39	62	1 857	6	Prairie	-	6	73	79	1 927								
Emporia, Kans.	Argentina, Kans.	108	.60	1	Diesel M-103	-	46	3	49	2 056															
Emporia, Kans.	Argentina, Kans.	113	.60	10	Mikado	16	23	21	60	2 411	21	Mikado	22	30	32	84	3 348	5	Mikado	19	27	61	107	3 853	
Emporia, Kans.	Argentina, Kans.	113	.60																						
Wellington, Kans.	Argentina, Kans.	113	.60	1	Diesel M-103	1	46	1	48	2 070															
Wellington, Kans.	Argentina, Kans.	113	.60	27	Mikado	4	47	14	65	2 420	11	Mikado	3	43	34	80	2 672	10	Mikado	-	5	105	110	3 124	
Wellington, Kans.	Argentina, Kans.	107	.60	8	Mikado	11	19	23	53	1 983	24	Mikado	23	31	30	84	3 397	4	Mikado	19	27	67	103	3 933	
Wellington, Kans.	Argentina, Kans.	107	.60	5	Prairie	1	16	26	43	1 367	1	Prairie	2	21	58	76	2 353								
Wellington, Kans.	Argentina, Kans.	107	.60	2	Consolid.	1	9	32	42	1 234															
Wellington, Kans.	Argentina, Kans.	107	.60																						
Waynoka, Okla.	Argentina, Kans.	107	.60	24	Mikado	2	49	8	59	2 270	14	Mikado	1	55	22	78	2 798	12	Mikado	-	8	109	117	3 306	1 M
Waynoka, Okla.	Argentina, Kans.	107	.60	4	Prairie	-	30	29	59	2 127	1	Prairie	-	33	42	76	2 251								
Waynoka, Okla.	Argentina, Kans.	107	.60	1	Consolid.	1	31	34	66	2 143															
Waynoka, Okla.	Argentina, Kans.	107	.60	1	Diesel M-103	1	48	3	52	2 252															

NO. OF S. TRAINS	TYPE OF LOCOMOTIVE	101 CARS TO 125 CARS					NO. OF S. TRAINS	TYPE OF LOCOMOTIVE	126 CARS AND OVER					MAXIMUM CARS PER TRAIN
		A	B	C	D	TONS			A	B	C	D	TONS	
4	Mikado	-	8	102	110	3 264								114
														41
														42
														56
3	Mikado	-	10	92	102	3 245	1	Mikado	1	10	118	128	3 522	128
														21
														45
1	Mikado	-	11	92	103	2 958								105
														54
														17
														57
														69
5	Mikado	-	22	90	112	3 533	4	Mikado	-	11	120	131	3 956	138
1	Pacific	-	29	89	118	4 367								118
														55
														90
1	2 - 8 - 4	-	2	115	117	3 093								117
														23
														58
5	Mikado	-	3	99	102	2 711	1	Mikado	-	-	128	128	3 454	128
3	2 - 8 - 4	-	3	100	103	2 782								105
														45
1	2-8-4-Pacific	-	3	118	116	3 191								116
														99
1	2 - 8 - 4	-	1	115	116	3 003								116
														20
														58
														43
4	Mikado	-	2	101	103	2 839	1	Mikado	-	4	123	127	3 378	127
7	2 - 8 - 4	-	3	114	117	3 202								123
														37
8	Mikado	12	40	53	105	3 967								15
														31
														81
14	Mikado	-	9	105	117	3 049	9	Mikado	-	10	118	128	3 327	130
														88
														49
5	Mikado	19	27	61	107	3 853								120
														84
														48
10	Mikado	-	5	105	110	3 124								116
4	Mikado	19	27	67	113	3 933								123
														76
														56
														83
12	Mikado	-	8	109	117	3 306	1	Mikado	-	-	126	126	3 525	126
														76
														56
														52

EXPLANATIONS OF SYMBOLS USED BELOW
UNDER HEADING "AVERAGE CONSIST":

A=Perishable loads
B=Other loads
C=Empty cars and includes caboose
D=Total all cars

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED ON MAIN LINE BETWEEN CHICAGO, ILLINOIS AND GALUP, NEW MEXICO, FEBRUARY 1ST TO 10TH, 1940.

FROM	TO	DIS- TANCE (MILES)	RULING GRADE	NO.OF TRAINS	TYPE OF LOCOMOTIVE	70 CARS OR LESS					NO.OF TONS	71 CARS TO 100 CARS					NO.OF TONS	101 CARS TO 125 CARS					NO. TRA		
						AVERAGE CONSIST						AVERAGE CONSIST						AVERAGE CONSIST							
						A	B	C	D			A	B	C	D			A	B	C	D				
Canadian, Tex.	Waynoka, Okla.	108	.60	2	Mikado	9	22	31	62	2 344	18	Mikado	22	29	34	83	3 328	8	Mikado	25	26	52	106	3 397	
Canadian, Tex.	Waynoka, Okla.	108	.60	4	Prairie	-	9	9	18	643															
Canadian, Tex.	Waynoka, Okla.	108	.60	1	Consolid.	-	9	12	21	784															
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Santa Fe	45	21	22	88	3 747	1	Santa Fe	9	23	75	107	3 283	
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Diesel M-103	33	26	30	89	3 623								
Canadian, Tex.	Waynoka, Okla.	108	.60								3	Mikado-Santa Fe	33	26	24	83	3 475								
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Mikado-Prairie	16	28	55	93	3 428								
Waynoka, Okla.	Canadian, Tex.	108	1.00	27	Mikado	4	49	8	51	2 269	10	Mikado	-	30	57	87	2 777	9	Mikado	-	4	102	106	2 957	
Waynoka, Okla.	Canadian, Tex.	108	1.00	5	Santa Fe	3	50	5	58	2 320								1	Santa Fe	-	8	97	105	3 103	
Waynoka, Okla.	Canadian, Tex.	108	1.00	2	Prairie	1	11	21	33	994															
Waynoka, Okla.	Canadian, Tex.	108	1.00	1	Consolid.	-	6	40	46	1 267															
Waynoka, Okla.	Canadian, Tex.	108	1.00	1	Diesel M-103	-	49	3	52	2 239															
Amarillo, Tex.	Canadian, Tex.	99	.60	7	Mikado	12	18	21	51	2 008	16	Mikado	21	30	33	88	3 353	9	Mikado	25	26	53	108	3 394	
Amarillo, Tex.	Canadian, Tex.	99	.60	5	Prairie	-	19	31	50	1 744															
Amarillo, Tex.	Canadian, Tex.	99	.60	1	Consolid.	-	27	22	49	1 927															
Amarillo, Tex.	Canadian, Tex.	99	.60								1	Santa Fe	45	24	22	91	3 874	1	Santa Fe	9	27	76	112	3 436	
Amarillo, Tex.	Canadian, Tex.	99	.60								1	Diesel M-103	33	26	30	89	3 623								
Amarillo, Tex.	Canadian, Tex.	99	.60								3	Mikado-Santa Fe	33	27	23	83	3 511								
Canadian, Tex.	Amarillo, Tex.	99	.60	18	Mikado	3	48	8	59	2 225	7	Mikado	1	36	49	86	3 618	9	Mikado	-	4	103	107	3 083	
Canadian, Tex.	Amarillo, Tex.	99	.60	5	Santa Fe	3	51	5	59	2 357	1	Santa Fe	-	5	80	85	2 493								
Canadian, Tex.	Amarillo, Tex.	99	.60	6	Prairie	-	20	27	47	1 638	1	Prairie	1	64	55	100	3 697								
Canadian, Tex.	Amarillo, Tex.	99	.60	1	Diesel M-103	-	49	3	52	2 239															
Canadian, Tex.	Amarillo, Tex.	99	.60	1	Consolid.	-	27	22	49	2 031															
Clovis, N. M.	Amarillo, Tex.	102	.60	1	Consolid.	-	11	13	24	777															
Clovis, N. M.	Amarillo, Tex.	102	.60	13	Mikado	15	16	27	58	2 240	17	Mikado	28	20	32	80	3 194	1	Mikado	14	10	81	105	3 160	
Clovis, N. M.	Amarillo, Tex.	102	.60								1	Diesel M-103	32	22	36	90	3 577								
Clovis, N. M.	Amarillo, Tex.	102	.60								2	Mikado-Prairie	45	20	25	90	3 752								
Clovis, N. M.	Amarillo, Tex.	102	.60	3	Prairie	-	10	12	22	726															
Amarillo, Tex.	Clovis, N. M.	102	.60	22	Mikado	3	44	15	62	2 382	15	Mikado	2	49	35	86	3 058	3	Mikado	-	1	110	111	3 110	
Amarillo, Tex.	Clovis, N. M.	102	.60								2	Santa Fe	-	9	83	92	2 859								
Amarillo, Tex.	Clovis, N. M.	102	.60								1	Mikado-Pacific	4	72	8	84	3 480								
Amarillo, Tex.	Clovis, N. M.	102	.60	3	Prairie	-	16	15	31	1 327															
Amarillo, Tex.	Clovis, N. M.	102	.60	1	Diesel M-103	-	49	3	52	2 241															
Vaughn, N. M.	Clovis, N. M.	131	.60	2	Santa Fe	-	35	3	38	2 186	10	Santa Fe	23	21	39	83	3 355	1	Santa Fe	14	25	68	107	3 832	
Vaughn, N. M.	Clovis, N. M.	131	.60	1	Prairie	1	32	1	34	1 970															
Vaughn, N. M.	Clovis, N. M.	131	.60	1	2 - 10 - 4	38	17	7	62	2 826	20	2 - 10 - 4	30	26	34	90	3 689	3	2 - 10 - 4	25	16	62	105	3 641	
Vaughn, N. M.	Clovis, N. M.	131	.60	1	Decapod	-	16	3	19	1 229															
Clovis, N. M.	Vaughn, N. M.	131	.60	9	Santa Fe	2	37	27	66	2 336	1	Santa Fe	-	3	90	93	2 554	6	Santa Fe	-	3	103	106	3 017	
Clovis, N. M.	Vaughn, N. M.	131	.60	2	Prairie	-	8	32	40	1 365															
Clovis, N. M.	Vaughn, N. M.	131	.60								26	2 - 10 - 4	4	58	25	87	3 270								
Clovis, N. M.	Vaughn, N. M.	131	.60															1	Santa Fe-Pac.	-	16	91	107	3 193	

LICO., FEBRUARY 1ST TO 10TH, 1940, INCLUSIVE

[illegible]

FROM	TO	LENGTH (MILES)	ROLLING STOCK GRADE	NO. OF TRAINS	LOCOMOTIVE	A	B	C	D	TONS	TRAINS	LOCOMOTIVE	A	B	C	D	TONS	TRAINS	LOCOMOTIVE	A	B	C	D	TONS	TRAINS	LOCOMOTIVE
Canadian, Tex.	Waynoka, Okla.	108	.60	2	Mikado	9	22	31	62	2 344	18	Mikado	22	29	34	85	3 328	8	Mikado	26	28	52	106	3 997		
Canadian, Tex.	Waynoka, Okla.	108	.60	4	Prairie	-	9	9	18	643																
Canadian, Tex.	Waynoka, Okla.	108	.60	1	Consolid.	-	9	12	21	784																
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Santa Fe	45	21	22	86	3 747	1	Santa Fe	9	23	75	107	3 285		
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Diesel M-103	33	26	30	86	3 623									
Canadian, Tex.	Waynoka, Okla.	108	.60								3	Mikado-Santa Fe	33	26	24	83	3 475									
Canadian, Tex.	Waynoka, Okla.	108	.60								1	Mikado-Prairie	16	28	55	99	3 428									
Canadian, Tex.	Waynoka, Okla.	108	.60								10	Mikado	-	30	57	87	2 777	9	Mikado	-	4	102	106	2 957		
Waynoka, Okla.	Canadian, Tex.	108	2.00	27	Mikado	4	49	8	61	2 289								1	Santa Fe	-	8	97	105	3 103		
Waynoka, Okla.	Canadian, Tex.	108	1.00	5	Santa Fe	3	50	5	58	2 320																
Waynoka, Okla.	Canadian, Tex.	108	1.00	2	Prairie	1	11	21	33	994																
Waynoka, Okla.	Canadian, Tex.	108	1.00	1	Consolid.	-	6	49	46	1 267																
Waynoka, Okla.	Canadian, Tex.	108	1.00	1	Diesel M-103	-	49	3	52	2 239																
Amarillo, Tex.	Canadian, Tex.	99	.60	7	Mikado	12	18	21	51	2 008	16	Mikado	21	30	35	86	3 353	9	Mikado	25	28	53	106	3 944		
Amarillo, Tex.	Canadian, Tex.	99	.60	5	Prairie	-	19	31	50	1 744																
Amarillo, Tex.	Canadian, Tex.	99	.60	1	Consolid.	-	27	22	43	1 927																
Amarillo, Tex.	Canadian, Tex.	99	.60								1	Santa Fe	45	24	42	91	3 874	1	Santa Fe	-	27	76	112	3 516		
Amarillo, Tex.	Canadian, Tex.	99	.60								1	Diesel M-103	33	26	30	89	3 623									
Amarillo, Tex.	Canadian, Tex.	99	.60								3	Mikado-Santa Fe	33	27	23	85	3 511									
Amarillo, Tex.	Canadian, Tex.	99	.60								7	Mikado	1	36	49	86	2 818	9	Mikado	-	4	103	107	2 990		
Canadian, Tex.	Amarillo, Tex.	99	.60	28	Mikado	3	48	8	59	2 225																
Canadian, Tex.	Amarillo, Tex.	99	.60	5	Santa Fe	3	61	5	59	2 357																
Canadian, Tex.	Amarillo, Tex.	99	.60	6	Prairie	-	20	27	47	1 638																
Canadian, Tex.	Amarillo, Tex.	99	.60	1	Diesel M-103	-	49	3	52	2 239																
Canadian, Tex.	Amarillo, Tex.	99	.60	1	Consolid.	1	22	29	52	2 031																
Clovis, N. M.	Amarillo, Tex.	102	.60	1	Consolid.	-	11	13	24	777																
Clovis, N. M.	Amarillo, Tex.	102	.60	15	Mikado	15	16	27	51	2 240	17	Mikado	26	20	32	80	3 194	1	Mikado	14	10	81	105	3 160		
Clovis, N. M.	Amarillo, Tex.	102	.60								1	Diesel M-103	32	22	36	90	3 577									
Clovis, N. M.	Amarillo, Tex.	102	.60								2	Mikado-Prairie	45	20	25	90	3 752									
Clovis, N. M.	Amarillo, Tex.	102	.60	3	Prairie	-	10	12	22	726																
Clovis, N. M.	Amarillo, Tex.	102	.60	22	Mikado	3	44	15	62	2 382	15	Mikado	2	49	35	86	3 056	3	Mikado	-	1	110	111	3 110		
Amarillo, Tex.	Clovis, N. M.	102	.60								2	Santa Fe	-	9	83	92	2 859									
Amarillo, Tex.	Clovis, N. M.	102	.60								1	Mikado-Pacific	4	72	8	84	3 480									
Amarillo, Tex.	Clovis, N. M.	102	.60	4	Prairie	-	16	15	31	1 327																
Amarillo, Tex.	Clovis, N. M.	102	.60	1	Diesel M-103	-	49	3	52	2 241																
Vaughn, N. M.	Clovis, N. M.	131	.60	2	Santa Fe	-	35	3	38	2 186	10	Santa Fe	23	21	39	83	3 355	1	Santa Fe	14	25	68	107	3 832		
Vaughn, N. M.	Clovis, N. M.	131	.60	1	Prairie	1	32	1	34	1 970																
Vaughn, N. M.	Clovis, N. M.	131	.60	1	2 - 10 - 4	38	17	7	62	2 826	20	2 - 10 - 4	30	26	34	90	3 689	3	2 - 10 - 4	25	16	62	103	3 641		
Vaughn, N. M.	Clovis, N. M.	131	.60	1	Decapod	-	16	3	19	1 229																
Clovis, N. M.	Vaughn, N. M.	131	.60	9	Santa Fe	2	37	27	66	2 336	1	Santa Fe	-	3	90	93	2 554	6	Santa Fe	-	3	103	106	3 017		
Clovis, N. M.	Vaughn, N. M.	131	.60	2	Prairie	-	8	32	40	1 365																
Clovis, N. M.	Vaughn, N. M.	131	.60								26	2 - 10 - 4	4	58	25	87	3 270									
Clovis, N. M.	Vaughn, N. M.	131	.60								1	Santa Fe-Pac.	-	16	91	107	3 193									
Belen, N. M.	Vaughn, N. M.	109	1.25	3	2 - 10 - 4	28	17	17	62	2 568	13	2 - 10 - 4	33	27	30	90	3 800	8	2 - 10 - 4	26	20	56	102	3 771		
Belen, N. M.	Vaughn, N. M.	109	1.25	3	Prairie	1	13	3	17	805																
Belen, N. M.	Vaughn, N. M.	109	1.25	1	Decapod	5	8	6	19	976																
Belen, N. M.	Vaughn, N. M.	109	1.25								10	Santa Fe	23	22	39	84	3 399	1	Santa Fe	14	20	68	102	3 507		
Vaughn, N. M.	Belen, N. M.	109	.60	1	2 - 10 - 4	3	47	16	66	3 216	24	2 - 10 - 4	4	59	24	87	3 259	1	2 - 10 - 4	1	34	66	101	3 176		
Vaughn, N. M.	Belen, N. M.	109	.60	5	Prairie	2	15	26	43	1 535																
Vaughn, N. M.	Belen, N. M.	109	.60	4	Santa Fe	3	54	10	67	2 590	2	Santa Fe	-	31	43	74	2 374	6	Santa Fe	-	6	100	108	3 076		
Gallup, N. M.	Belen, N. M.	144	.60	38	Mikado	24	16	22	62	2 570	7	Mikado	16	16	45	77	2 771									
Gallup, N. M.	Belen, N. M.	144	.60	1	Mikado-Mtn.	29	19	16	64	2 686																
Belen, N. M.	Gallup, N. M.	144	1.30	41	Mikado	2	37	21	60	2 234	10	Mikado	1	8	69	78	2 264									

TOTAL TRAINS 1457
PER CENT OF ALL TRAINS 100
AVERAGE CARS PER TRAIN 78

764
52.4
55

511
35.1
65

165
11.3
108

17
1.2
129

Of the 1,457 trains, 106 were local freight trains consisting of 70 cars or less
and 8 were local freight trains consisting of 71 cars to 100 cars

o	26	28	52	106	3 997	113
Fe	9	23	75	107	3 283	107
						89
						87
						99
Fe	-	4	102	106	2 957	109
						103
						34
						46
						52
o	25	28	52	106	3 944	118
Fe	-	27	76	112	3 516	112
						89
						56
o	4	103	107	2 990		124
						85
						100
						52
						52
o	14	10	81	105	3 160	105
						90
						100
						33
o	-	1	110	111	3 110	111
						93
						84
						45
						52
Fe	14	25	68	107	3 832	107
- 4	25	16	62	103	3 641	106
Fe	-	3	103	106	3 017	108
						41
						98
Fe-Pac.	-	16	91	107	3 193	107
- 4	26	20	56	102	3 771	106
						20
Fe	14	20	68	102	3 507	103
- 4	1	34	66	101	3 176	101
						60
Fe	-	6	100	108	3 076	108
						85
						64
						83

NATION OF SYMBOLS USED BELOW
HEADING "AVERAGE CONSIST":

ishable loads
er loads
ty cars and includes caboose
al all cars

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

TYPICAL EXAMPLES OF FREIGHT TRAINS HANDLED ON MAIN LINE BETWEEN NEEDLES, ARIZ., AND BAKERSFIELD, CALIF., AND BARSTOW AND SAN BERNARDI
PERIOD FEBRUARY 1ST TO 10TH, 1940

TO	DIS- TANCE (MILES)	HULLING GRADE	NO. OF TRAINS	TYPE OF LOCOMOTIVE	70 CARS OR LESS					NO. OF TRAINS	TYPE OF LOCOMOTIVE	71 CARS TO 100 CARS					NO. OF TRAINS	TYPE OF LOCOMOTIVE	101 CARS TO 125 CARS				
					AVERAGE CONSIST				TONS			AVERAGE CONSIST				TONS			AVERAGE CONSIST				TONS
					A	B	C	D				A	B	C	D				A	B	C	D	
ow, Calif.	Needles, Calif.	144	1.12	21	Santa Fe	21	20	18	59	2 667	6	Santa Fe	8	11	52	71	2 337						
ow, Calif.	Needles, Calif.	144	1.12	19	2-10-4	23	27	14	63	2 789	5	2-10-4	7	22	47	74	2 999						
es, Calif.	Barstow, Calif.	168	1.41	32	Santa Fe	1	19	36	56	1 852	1	Santa Fe	2	42	27	71	2 544						
es, Calif.	Barstow, Calif.	168	1.41	23	2-10-4	1	39	17	57	2 140	1	2-10-4	-	-	78	78	2 143						
refield, Calif.	Barstow, Calif.	141	2.52	29	Santa Fe	8	31	13	58	2 332	6	Santa Fe	10	43	19	72	3 629						
ow, Calif.	Bakersfield, Calif.	141	2.34	33	Santa Fe	3	24	19	46	1 665	5	Santa Fe	2	20	50	72	2 291						
Bdno., Calif.	Barstow, Calif.	83	2.20	43	Santa Fe	17	23	17	57	2 217	7	Santa Fe	4	9	58	73	2 024						
Bdno., Calif.	Barstow, Calif.	83	2.20	1	2-10-4	2	46	1	49	1 953													
Bdno., Calif.	Barstow, Calif.	83	2.20								1	Mountain	60	2	1	72	2 311						
ow, Calif.	San Bdno., Calif.	81	1.60	55	Santa Fe	2	30	15	47	1 838	5	Santa Fe	-	8	66	74	2 212						
ow, Calif.	San Bdno., Calif.	81	1.60	1	Mountain	-	-	65	65	1 829													
ow, Calif.	San Bdno., Calif.	81	1.60	1	Mikado	2	39	5	46	2 122													

ALL TRAINS
PERCENT OF ALL TRAINS
AVERAGE CAR PER TRAIN

295
100
56

258
67.5
53

NO LOCAL TRAINS

37
12.5
73

MPANY

FIELD, CALIF., AND BARSTOW AND SAN BERNARDINO, CALIF.

101 CARS TO 125 CARS						126 CARS AND OVER						MAXIMUM CARS PER TRAIN
NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				NO. OF TRAINS	TYPE OF LOCOMOTIVE	AVERAGE CONSIST				
		A	B	C	D TONS			A	B	C	D TONS	
												72
												85
												71
												78
												75
												73
												77
												49
												72
												83
												65
												46

Defendant's Exhibit No. 1 (Witness Weeks)

Jan. 7, 1941

THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM

Maximum number of cars handled in various main line passenger trains
between Chicago, Illinois and Los Angeles, California,
February 2nd to 11, 1940
inclusive

Train No.	Chicago - Kansas City	Miles															Total
	Number of Cars in Train		2	5	6	7	8	9	10	11	12	13	14	15	16	17	
WEST																	
			Number of Trains														
1	The Scout	452								3	2	1	1				7
3	The California Limited	452									1	4	2				7
7	Fast Mail and Express	452							1				2		2		7
17	The Super Chief	452					1										1
19	The Chief	452						2									2
21	El Capitan	452							1	2	1	3					7
23	The Grand Canyon Limited	452		2					3	1		1					7
EAST																	
2	The Scout	452								3	4						7
4	The California Limited	452							2		1	1					7
8	Fast Mail and Express	452								1	5	1					7
18	The Super Chief	452						2									2
20	The Chief	452							2	5							7
22	El Capitan	452		2													2
24	The Grand Canyon Limited	452							5	2							7
Total			4					1	6	14	20	14	11	5	2	2	79
Per Cent of Total			5.06					7.60	17.72	25.32	17.72	13.92	6.33	2.53	2.53		100.00

Total Trains of 14 Cars 4 or 5.06%
Total Trains 14 Cars or Under 79 or 94.94%
Total Trains 79 or 100.00%

Train No.	Kansas City - Mexico	Miles															Total
	Number of Cars in Train		2	5	6	7	8	9	10	11	12	13	14	15	16	17	
WEST																	
			Number of Trains														
1	The Scout	185							3	3	1						7
3	The California Limited (via Topeka)	200								3	4			1			7
7	Fast Mail and Express	185						1	1	1		3					7
17	The Super Chief	185															2
19	The Chief	185						2			2		1	2			7
21	El Capitan	185										2					2
23	The Grand Canyon Limited	185		2						1			4	2			7
EAST																	
2	The Scout (via Topeka)	200									2						7
4	The California Limited	200							3	2	2		2	1			7
8	Fast Mail and Express	185									2	3	2				7
18	The Super Chief	185						2									2
20	The Chief	185								5	2						7
22	El Capitan	185															2
24	The Grand Canyon Limited	185		2						4	2			1			7
Total			4					1	5	7	18	19	10	8	6		78
Per Cent of Total			5.13					1.28	6.41	8.97	23.08	24.36	12.82	10.26	7.69		100.00

Total Trains of 14 Cars 6 or 7.69%
Total Trains 14 Cars or Under 78 or 92.31%
Total Trains 78 or 100.00%

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Maximum number of cars handled in various main line passenger trains
Between Chicago, Illinois and Los Angeles, California,
February 2nd to 8th, inclusive, 1940

Train No.	Hayden - La Junta	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
	Number of Cars in Train																
	WEST																
3	The California Limited (via St. Ed.)	369															7
17	Fast Mail and Express	355						1	2	3	2	1		1			7
19	The Super Chief	355						2			1	2					7
21	The Chief	355									2	2	1	2			7
21	El Capitan	355		2													2
	EAST																
4	The California Limited (via St. Ed.)	369										5	2				7
15	Fast Mail and Express	355									3	2	2				7
20	Super Chief	355						2									2
22	The Chief	355								5	2						7
22	El Capitan	355		2													2
	Total		4					1	5	2	8	9	3	3			50
	Per Cent of Total		8.00					2.00	10.00	4.00	16.00	18.00	6.00	6.00			100.00
	Total Trains over 14 Cars									3	6						9
	Total Trains 4 Cars or Under									47	94						141
	Total Trains									50	100						150

Train No.	Hayden - Salina	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
	Number of Cars in Train																
	WEST																
1	The Scout	717															7
23	The Grand Canyon Limited	717							2	2	3	2					7
	EAST																
2	The Scout	717								3	2	2					7
24	The Grand Canyon Limited	717								3	3	2		2			7
	Total								2	7	11	6		2			28
	Per Cent of Total								7.14	25.00	39.29	21.43		7.14			100.00
	Total Trains over 14 Cars									3	7						10
	Total Trains 4 Cars or Under									25	92						117
	Total Trains									28	99						127

Train No.	La Junta - Albuquerque	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
	Number of Cars in Train																
	WEST																
3	The California Limited	346															7
17	Fast Mail and Express	346					1	3		3	3	1	1				7
19	The Super Chief	346															2
21	The Chief	346									2	2	1	2			7
21	El Capitan	346		2													2
	EAST																
4	The California Limited	346									7						7
15	Fast Mail and Express	346									2		4	1			7
20	Super Chief	346						2									2
22	The Chief	346								5	2						7
22	El Capitan	346		2													2
	Total		4					7		17	9	3	6	3			50
	Per Cent of Total		8.00					14.00		34.00	18.00	6.00	12.00	6.00			100.00
	Total Trains over 14 Cars									3	6						9
	Total Trains 4 Cars or Under									47	94						141
	Total Trains									50	100						150

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Maximum number of cars handled in various main line passenger trains
between Chicago, Illinois and Los Angeles, California,
February 2nd to 8th, inclusive, 1940

Train No.	Albuquerque - Los Angeles	Miles	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
	Number of Cars in Train																		
	WEST																		
3	The California Limited	889												5	2				7
7	Fast Mail and Express	889	1			1													1
17	The Super Chief	889							1	2		1	2	1					7
19	The Chief	889								2									2
21	El Capitan (Ex. Sec.)	889			2								2	2	1	2			7
	EAST																		
4	The California Limited	891											5	2					7
8	Fast Mail and Express	891										2	2	1	1	1			4
18	The Super Chief	891								2									2
20	The Chief	891										5	2						7
22	El Capitan	891				2													2
	Total		1	2	5				1	6		8	13	11	4	3			54
	Per Cent of Total		1.85	3.70	9.26				1.85	11.11		14.82	24.07	20.37	7.41	5.56			100.00

Total trains Over 14 Cars 3 or 5.56%
Total trains 14 Cars or Under 51 or 94.44%
Total Trains 54 or 100.00%

*Train 3-N operated in two sections between Winslow and Los Angeles

Consist out Albuquerque - 10 cars

Winslow to Flagstaff - 11 cars

1st Section - Flagstaff to Williams - 11 cars

Williams to Ash Fork - 13 cars

Ash Fork to Los Angeles - 12 cars

2nd Section - Winslow to Flagstaff - 2 cars

Flagstaff to Williams - 4 cars

Williams to Ash Fork - 5 cars

Ash Fork to Los Angeles - 5 cars

**Train 3-F operated in two sections between Williams and Ash Fork

Consist out Albuquerque - 10 cars

1st Section - Williams to Ash Fork - 14 cars

2nd Section - Williams to Ash Fork - 2 cars

***Train 19-B and Train 19-C operated in two sections between Gallup and Ash Fork

Consist out Albuquerque - Train 19-B - 15 cars

1st Section - Gallup to Ash Fork - 12 cars

2nd Section - Gallup to Ash Fork - 4 cars

Consist out Albuquerque - Train 19-C - 15 cars

1st Section - Gallup to Ash Fork - 12 cars

2nd Section - Gallup to Ash Fork - 4 cars

Train No.	El Paso - Los Angeles	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
	Number of Cars in Train																
	WEST																
1	The Scout (via Riverside)	872									2	1					7
23	The Grand Canyon Limited	885							5		2						7
	EAST																
2	The Scout (via Riverside)	874								2	4		1				7
24	The Grand Canyon Limited	887								3	2	2					7
	Total								5	9	10	3	1				28
	Per Cent of Total								17.85	32.15	35.71	10.72	3.57				100.00

Total Trains Over 14 Cars 28 or 100.00%
Total Trains 14 Cars or Under 28 or 100.00%
Total Trains 28 or 100.00%

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Maximum number of cars handled in various main line passenger trains
between Chicago, Illinois and Los Angeles, California,
November 17th to 23rd, inclusive, 1940

Train No.	Chicago - Kansas City	Miles	Number of Cars in Train														Total
			2	5	6	7	8	9	10	11	12	13	14	15	16	17	
WEST																	
1	The Scout	433															7
17	The California Limited	433										1	4	2			7
18	The Fast Mail and Express	433							1	2	2	1	1				7
21	The Super Chief	433						2	1	3	1	1	1				7
22	The Chief	433						1	1	2	2	1					7
23	El Capitan	433			2												2
	The Grand Canyon Limited	433						2	2	3							7
EAST																	
2	The Scout	433															7
15	The California Limited	433							4	1	1	1					7
16	The Fast Mail and Express	433					1		1		2	4					7
20	The Super Chief	433						2	1	1	2	2					7
22	The Chief	433						1	6								7
23	El Capitan	433			2												2
	The Grand Canyon Limited	433							2	1	3	1					7
Total			4				1	8	15	13	13	13	6	2			78
Per Cent of Total			5.13				1.25	10.25	23.08	16.67	16.67	16.67	7.69	2.56			100.00
Total Trains for 14 Cars										2 or 2.56%							
Total Trains 4 Cars or Under										78 or 97.44%							
Total Trains										78 or 100.00%							

Train No.	Kansas City - Houston	Miles	Number of Cars in Train														Total
			2	5	6	7	8	9	10	11	12	13	14	15	16	17	
WEST																	
1	The Scout (via Topeka)	200															7
17	The California Limited	200								2	3	1	1	1			7
18	The Fast Mail and Express	185							2		3	4					7
21	The Super Chief	185						2									2
22	The Chief	185						3									2
23	El Capitan	185			2					2	1	1					2
	The Grand Canyon Limited	185									1	1	4	1			7
EAST																	
2	The Scout (via Topeka)	200															7
15	The California Limited	200								3	1	3					7
16	The Fast Mail and Express	185						1	1		2	1					7
20	The Super Chief	185						2	2		4	1					2
22	The Chief	185															2
23	El Capitan	185			2				1	6							2
	The Grand Canyon Limited (via Topeka)	200									1	4	2				7
Total			4						16	16	15	7	3				78
Per Cent of Total			5.13						12.82	10.26	20.51	20.51	19.23	8.96	2.56		100.00
Total Trains for 14 Cars										2 or 2.56%							
Total Trains 4 Cars or Under										78 or 97.44%							
Total Trains										78 or 100.00%							

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Maximum number of cars handled in various main line passenger trains
between Chicago, Illinois and Los Angeles, California,
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Train No.	Number of Cars in Train	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
WEST																	
3	The California Limited (via St. Pa.)	369								4	3						7
17	Fast Mail and Express	355						3	1		3						7
18	The Super Chief	355						3		2	1	1					7
21	The Chief	355			2												2
21	El Capitan	355															2
EAST																	
4	The California Limited (via St. Pa.)	369							2	3	2			1			7
18	Fast Mail and Express	355						2		2	4						7
18	The Super Chief	355															2
20	The Chief	355							1	6							7
22	El Capitan	355															2
Total			4					10	4	17	13	1	1				50
Per Cent. of Total			8.00					20.00	8.00	34.00	26.00	2.00	2.00				100.00
Total Trains over 14 Cars																	
Total Trains 7 Cars or Under																	
Total Trains																	

Train No.	Number of Cars in Train	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
WEST																	
1	The Scout	717									2	3	1	1			7
23	The Grand Canyon Limited	717												2			7
EAST																	
2	The Scout	717									4	1	1	1			7
24	The Grand Canyon Limited	717									1	1	4		1		7
Total											9	8	6	4	1		28
Per Cent. of Total											32.14	28.57	21.43	14.29	3.57		100.00
Total Trains over 14 Cars																	
Total Trains 7 Cars or Under																	
Total Trains																	

Train No.	Number of Cars in Train	Miles	2	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
WEST																	
3	The California Limited	346								3	4						7
17	Fast Mail and Express	346						2	1	1	1						7
17	The Super Chief	346						2									2
19	The Chief	346								2	1	2	1		1		7
21	El Capitan	346			2												2
EAST																	
4	The California Limited	346							4	2	1						7
8	Fast Mail Express	346								2	5						7
18	Super Chief	346															2
20	The Chief	346							1	6							7
22	El Capitan	346			2												2
Total			4					2	5	6	17	12	2	1			50
Per Cent. of Total			8.00					4.00	10.00	12.00	34.00	24.00	4.00	2.00			100.00
Total Trains over 14 Cars																	
Total Trains 7 Cars or Under																	
Total Trains																	

